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HONGKONG WEDNESDAY, OCTOBER 21ST, 1925

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| STATIONS. | A.M. | A.M. | P.M. | STATIONS. | A.M. | A.M. | P.M. | STATIONS. | A.M. | A.M. | P.M. |
| Fanning | ... | Dep. | 7.45 | 11.30 | 2.20 | Shek Chung Au | ... | Dep. | 10.25 | 1.15 | |
| Shek Chung Au | ... | Arr. | 8.30 | 12.15 | 3.05 | Fanning | ... | Arr. | 11.10 | 2.00 | |
| SUNDAYS AND PUBLIC HOLIDAYS. | | | | | | | | SUNDAYS AND PUBLIC HOLIDAYS. | | | |
| STATIONS. | A.M. | A.M. | P.M. | STATIONS. | A.M. | A.M. | P.M. | STATIONS. | A.M. | A.M. | P.M. |
| Fanning | ... | Dep. | 7.45 | 11.30 | 3.20 | Shek Chung Au | ... | Dep. | 10.25 | 2.15 | |
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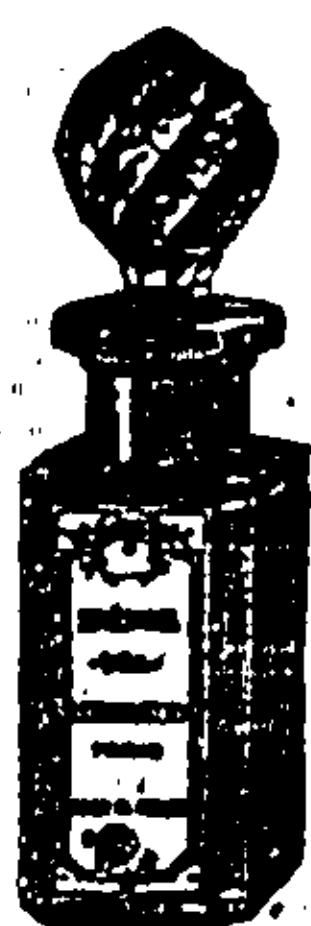
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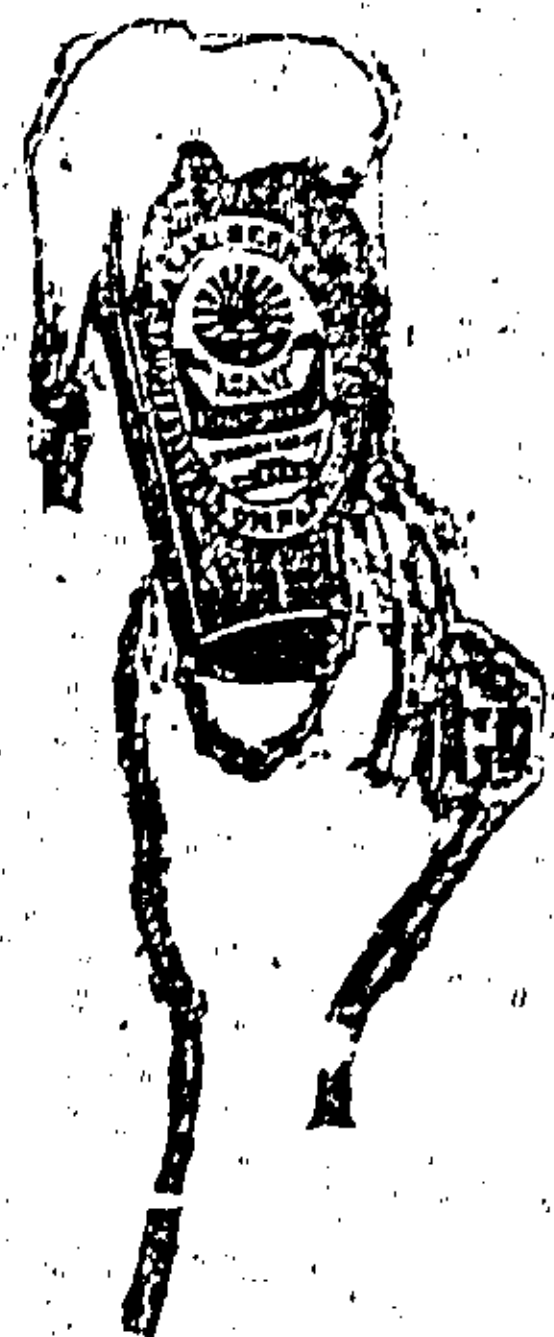
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BRITAIN AND THE TARIFF CONFERENCE.

MR. CHAMBERLAIN'S LETTER
TO DELEGATES.

"UNITED, INDEPENDENT AND
PROSPEROUS CHINA."

The following letter, dated September 18th, was sent by Mr. Austen Chamberlain to the British delegates to the China Tariff Conference:—
Gentlemen,—You have been appointed to represent His Majesty's Government at the Special Conference on the Chinese Customs Tariff, which is to meet on October 28th at Peking in pursuance of the Treaty signed at Washington on February 6th, 1922. The last ratification was deposited at Washington on August 5th last, and the Treaty then came into force.

2. The constitution and functions of the Special Conference are explained in this Treaty, and in the resolution of the Washington Conference, passed on February 4th, 1922, relating to the establishment of a board of reference. These documents, which are printed in an annex to this despatch, will show the general objects of the Special Conference, namely, to prepare the way for the speedy abolition of likin and the fulfilment of the other relevant conditions laid down in the Treaty specified, and to determine the conditions on which a Customs surtax up to 2½ per cent. on ordinary goods and 5 per cent. on luxuries may be levied as an interim measure pending the complete abolition of likin.

3. While the specific tasks of the Special Conference are thus defined, His Majesty's Government look to it as affording an opportunity for the Treaty Powers to show their real friendship for China and their practical sympathy with the desire of the Chinese to reform their fiscal system, and on such lines as will give reasonable security and encouragement to international trade, and thus make possible the progressive growth of China's liberty of action in this sphere. His Majesty's Government have therefore welcomed an early meeting of the Conference, notwithstanding the recent disturbances, boycott, and anti-British agitation.

4. It will not fall within your province to consider questions of extraterritorial jurisdiction, but as this is a matter in regard to which much interest is at present being shown in China it may be desirable that you should know that His Majesty's Government are in sympathy with the general trend of Chinese aspirations in this matter. They desire that the Extraterritorial Commission provided for in a resolution adopted at the Washington Conference should begin its work with as little further delay as possible, and they will do whatever lies in their power to facilitate its task. The establishment of such conditions as will allow of substantial progress being made rests with the Government of China.

5. One of the chief difficulties with which the Powers are confronted in their desire to assist China in the re-organisation of her fiscal and legal systems is the lack of an effective central Government. The disturbance and agitation to which I have already referred are symptomatic of this lack of authority, and may qualify the sincere efforts of His Majesty's Government and the other Powers concerned. It will, therefore, be one of your main concerns to secure adequate guarantees that the reforms justifying the concessions which you are authorised to make will in fact be carried out. How these guarantees can best be obtained it will be for you to determine, and if you are in doubt on this important subject you should refer to His Majesty's Government before using the full powers which have been issued to you.

6. His Majesty's Government are bound by no pledges except those which all the signatory Powers undertook at Washington. They are resolved to work in the spirit of the Washington Conference, and to abide by the fundamental principle that whatever is done by the Special Conference should be done for the general benefit of China. His Majesty's Government recognise that the consolidation of the unsecured debts is one of the tasks which will confront the Conference, but they consider that this task should be regarded only as a secondary part of the functions of the Conference. His Majesty's Government will not, therefore, consider that the purpose of this Conference has been fulfilled unless it results in the adoption of measures which promote internal peace and secure reforms of permanent benefit to China.

7. His Majesty's Government have no interests in China which conflict with the interests of the Chinese themselves. They desire the establishment of a united, independent, orderly and prosperous China, worthy of her historic past and giving promise of as great a future. It is for the Chinese themselves to solve the internal problems of China, but so far as British assistance may be practicable and may be desired it is the earnest wish of His Majesty's Government to give such help as lies within their power. I am, with great truth and regard, gentlemen, your obedient servant,
(Signed) AUSTEN CHAMBERLAIN.

FAREWELL TO TARIFF CON- FERENCE DELEGATES.

COMPANY PRESENT AT CHINA
ASSOCIATION'S LUNCHEON.

In spite of the necessarily short notice given of the function, the luncheon arranged by the China Association in London on September 18th in honour of the British delegates to the Chinese Tariff Conference attracted a large and representative gathering. The chief speech, as is known from the cables reports, was made by Mr. Austen Chamberlain.

Mr. L. N. Leefe presided and, in addition to the delegates, there were present: F. J. Abbott, Sir Charles Addis, K.C.M.G., Sir Francis Aglen, K.B.E., F. Anderson, A. G. Angier, W. A. Argent, Chas. Arnold, F. L. Baker, B. D. F. Beith, J. Blackwell, C. A. V. Bowra, Dr. C. H. Brangwin, Byron Brennan, C.M.G., Thomas Brown, G. W. C. Burnett, W. R. Butler, Stanley H. Bywaters, H. F. Carmichael, Sir Paul Chater, K.C.M.G., T. P. Cochrane, Sir Robert Waley Cohen, K.B.E., Edmund Cousins, M. Craston, Sir Edward Crowe, C.M.G., Sir Hugo Cunliffe-Owen, Bt., K.C.M.G., K.C.B., Sir William Rees-Davies, K.C., R. P. Dipple, George M. Dodwell, Stanley H. Dodwell, O. J. Ellis, Hon. C. C. Farrers, W. Fisher, Hon. Evelyn Fitzgerald, G. E. Flanagan, H. Fountain, C.B., C.M.G., E. A. Gallows, Sir Reginald A. Gamble, Geary Gardner, H. Goffe, C.M.G., J. D. Gregory, C.M.G., Edmund H. Grimani, E. R. Hallifax, C.M.G., C.B.E., J. S. Haskell, C. H. P. Hay, Robert H. Hill, Sir Robert Ho Tung, C.M.G., Dr. J. W. Jackson, A. A. Jamieson, W. V. Jenkins, H. D. C. Jones, H. H. Joseph, John A. Jupp, W. D. Tupp, W. R. Kennett, James Kerfoot, E. W. Kershaw, Major Henry Kewick, David Landale, Lieut.-Colonel Sir James Leigh-Wood, K.B.E., C.B., C.M.G., W. R. Lemarchand, Sir James Stewart Lockhart, K.C.M.G., H. W. Locker, M.P., Colonel David Lyell, C.M.G., D.S.O., Admiral Sir Arthur Leveson, Lieut.-General Sir George Macdonagh, K.C.B., K.C.M.G., C.B., J. Macgregor, N. Macgregor, Sir Ronald Macleay, K.C.M.G., Commander Ronald Mayne, R.N., J. R. Michael, S. H. Michael, Sidney Michael, Eric Merville, W. Foot Mitchell, M.P., C. Selby Moore, W. A. Morling, E. R. Morris, Harry Morris, G. C. Moxon, B. C. Newton, W. Adams Oram, H. A. Ottewill, E. V. D. Parr, C. H. Pearson, Hon. Sidney Peel, C. H. C. Platt, W. H. Poate, H. Poate, T. Petrie, John Rae, N. L. Rentiers, F. Oswald Reynolds, J. W. Richardson, G. A. Richardson, Sir Thomas Richardson, H. W. Robertson, Archibald Rose, C.I.E., F. G. Sale, S. Samuel, M.P., C. P. Sarsberg, Sir Victor Sassoon, Bt., Charles Schlee, Colin C. Scott, John Scott, H. G. Simms, A. P. Simpson, Leo Smith, Sir Newton Stubb, E. A. Stanton, K. D. Stewart, Sir Gershom Stewart, K.B.E., C. W. Swire, W. C. Symes, Eric Teichman, C.I.E., Rt. Hon. Sir John Tilley, P.C., K.C.M.G., C.B., A. M. Townsend, Sir Montagu Turner, S. P. P. Waterlow, C.B.E., Charles Watney, N. L. Watson, Victor Wellesley, C.B., G. Wilson, Edward White, James Whittall, M. Wolfers, A. P. Wood, H. G. W. Woodhead, C.B.E., and H. C. Wileon, secretary.

AN EARTHQUAKE ROMANCE.

ENGAGEMENT OF REV. E. STRONG
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A social event, which is the subject of a good deal of publicity, recalls the great earthquake of Japan, and is therefore of special interest to residents in the Far East, says the *China Express and Telegraph*. It is the announcement of the engagement of the Rev. Eustace Strong, O.T.E., a British Chaplain in Yokohama, and Mrs. Charlotte Purington, also a former resident of the earthquake city. Both survived the disaster, in which Mrs. Purington lost her husband and two children, and together they gave succour to many of the victims. Thus the announcement of their engagement is the happy issue of the tragic experience they shared. A correspondent of the *Manchester Guardian* recalls the opening by the Rev. Mr. Strong last December of a day nursery in Canning Town, in which mothers might leave their children while at work. Over the mantelpiece of this nursery is a simple inscription, "In memory of Frank and Mary Purington." The two children were killed, together with their father, and their mother decided on her return to England to hand over all the furniture and toys from the nursery of their Buckinghamshire home for the equipment of the "Wellington's" Nursery. The donor of the nursery was present, a lady in black, whose youthful face was crowned with white hair. She was helping wherever help was required, and putting the finishing touches to the bright nursery she had created in the midst of Canning Town gloom. The correspondent adds that he watched her setting out gay little shoes for the babies to change into, displaying the miniature furniture in the dolls' house, arranging the engines and dolls with which her own children once played. As he watched he marvelled at the great courage and abounding love by which this cruelly bereaved mother had transmuted her grief for her two children into thoughtful care for a hundred babies of the slums.

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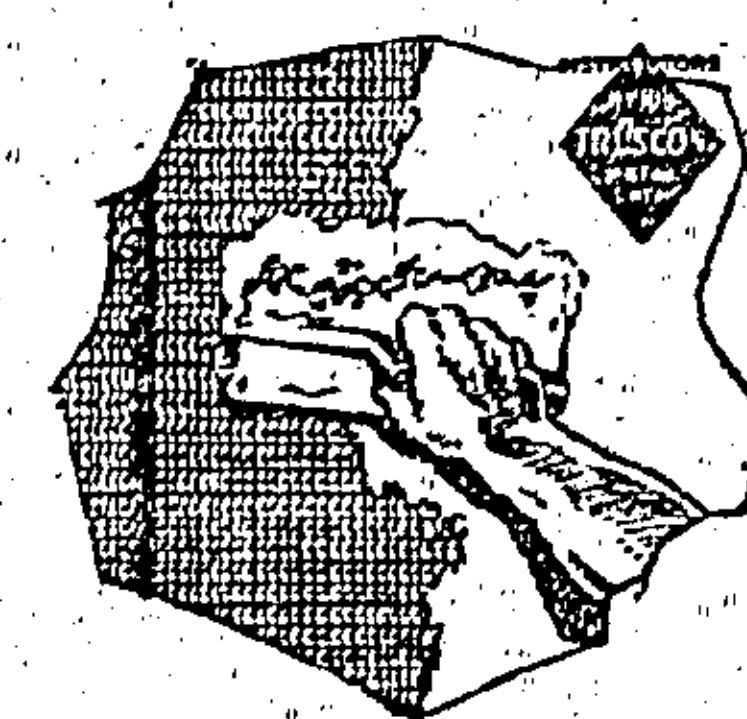
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INTERPORT CRICKET.

HOW HANKOW BEAT SHANGHAI.

The recent Interport cricket match in which Hankow defeated Shanghai by 3 wickets is described as follows by "Rustler" in the Y.C. Daily News:—

Leaving Shanghai at daybreak on Friday, September 15th, by the s.s. *Seino*, the Shanghai Cricket Club team arrived alongside the Hankow Bund before noon on Wednesday, the 21st, a full day behind scheduled time. The journey to the river port was only hurried by the news that T. A. T. Begg, at the last moment, was prevented from joining the team at Nanking on account of business. Fortunately for Shanghai, however, the ever-green James Tippin, one of the oldest but still one of the keenest members of the Club, was found to be in Hankow and his services were gladly availed of. Wednesday p.m. was devoted to practice. The Interport game commenced on Thursday.

SHANGHAI BAT FIRST.

Allison, the Shanghai skipper, won the toss and elected to bat on a hard and fast wicket, the players taking the field at 11.10 a.m. before a moderate attendance. Murray, Sherwin's (the Hankow captain) first over was a maiden.

Pearson took the ball at the pavilion end and Rawsthorne took three runs from a short pitched ball. The first wicket fell at four. Murray being caught at the wicket off Sherwin. Merritt was next man in, and the batsmen were content to play themselves in. The only item of note for some 10 minutes was a three to leg by Rawsthorne off Sherwin. Rawsthorne, however, did not survive long, and was not out to a bad stroke, being caught at cover point off Pearson, the score reading 17-3-9. This was a bad start but worse was to follow. Allison, who had joined Merritt, called for a run, but the latter did not anticipate and was run out, 19-3-9.

Rawsthorne rather lucky snick through the slips to the boundary by Allison off Sherwin brought 20 up but in Pearson's next over he had him caught at cover by Parsons, the telegraph reading 39-4-8. Daniels, who was batting with confidence, made a nice leg glide to the boundary, and followed this up with two threes, also on the leg side, all off Sherwin—30 runs appearing on the board after 35 minutes play. Another nice hit for four by Daniels brought about a bowling change. Murray supplanting Pearson at the pavilion end. Tai was out at 77 for an invaluable 49, being caught off Sherwin by March. Large joined Daniels and opened his account with a good stroke for four past extra cover off Sherwin. The Padre took the ball from Merritt, but these two batsmen continued to bat steadily and with confidence.

LARGE'S FINE EFFORT.

It appeared that these two batsmen would carry through to the tiffin interval, but with the score at 94, Daniels was out, being caught and bowled by Sherwin. Daniels had scored 35, and was the only batsman who had shown any enterprise. Grimshaw joined Large, and these two were content to play out the remaining two overs without adding to the score—tiffin interval then being taken, 94-6-10. Play was resumed at 2.10 p.m. Following two maidens, Grimshaw brought the score to 100 with a drive past mid on to the boundary—but after Large had scored a single, Grimshaw fell into the Padre's square leg trap and was caught by McLaren.

Tippin joined Large, and opened his account for four from the first ball of Parsons' over, a fine stroke to the on boundary. Large was collecting singles and hitting in good style. Tippin was caught at 123, off Sherwin by Rigden, after a merry innings of 10. A nice stop and return by the Padre brought a round of applause from the pavilion. Sherwin, who had bowled 24 overs unchanged was now relieved by Price. A bad miss by McLaren, fielding at leg, gave Barnes a life. Parsons made a good catch at point, off Price, bringing Large's innings to a close. The retiring batsman had batted in very good style for his 40. In fact, his exhibition was the feature of Shanghai's innings and was awarded quite an ovation.

BARNES THE INDOMITABLE.

Barnes, in his usual indomitable style, had been content to keep his end up, but a snick to the leg for four by this batsman brought the score to 150.

Duthoit, with as good a hit as there was in the whole innings, pulled one for four, but was caught the next ball by Cheetham off Pearson bringing the innings to a close at 3 p.m. for 158, Barnes being not out 9.

Sherwin with four wickets for 59, 24 overs, 11 of which were maidens, bowled splendidly throughout.

HANKOW'S FIRST INNINGS.

Hankow opened their venture at 3.10 with Crawford and Price, Allison bowling at the south end. The batsmen opened cautiously although Allison was well off the wicket. His first over, however, proved a maiden. The first wicket fell to Rawsthorne who completely deceived Price with a yorker—6-1-3. Crawford Price was joined by Parsons, the latter hitting Allison to leg for four and three in the same over. Runs were coming very slowly, and at 19, Parsons who appeared likely to make a score, had the misfortune to bring a ball well outside the off stump right back on to his wicket off Allison, the telegraph reading 19-2-10. The Padre has quite a reputation as a batsman and it was a distinct piece of ill luck that brought about his downfall. Merritt the old Shanghai and Interport player had a brief stay at the wicket, as after adding a single he was caught and bowled by Rawsthorne. Crawford continued to play cautiously, and indeed, at this stage, no liberties could be taken with the bowling. With the score at 34 McLaren was run out, the batsman making no attempt to get back to his wicket. Pearson, next man in, was in a hitting mood, scoring a four and a three, when the lost Crawford, who was completely beaten by a ball from Rawsthorne, Crawford had played steadily for his score of 17, 5-51-17.

ALLISON'S HAT TRICK.

At this period Allison was breaking right across the wicket to an alarming extent and he was being treated with great respect. With the first ball of his 13th over he completely beat March with a ball that pitched just outside the off stump and broke back on to the leg stump. With his second and third balls he clean bowled Cheetham and Rigden. The bowler received a great ovation, and was warmly congratulated by his fellow players. The telegraph read 54-9-0. In Allison's next over, with but a single added to the score, he brought Pearson's innings of 11 to a close. The last two batsmen proved somewhat troublesome and added 18 to the score when Rawsthorne got through Sherwin's defence, the innings closing at 5.15 p.m. for 82, or 10 runs behind Shanghai's total.

The analyses of Allison and Rawsthorne speak for themselves, the former with five wickets for 40 and the latter four for 25, each bowling 18 overs unchanged.

Shanghai resumed their second venture at 5.30 opening with Tai and Murray and the pair remained unbeaten at the close of play with 11 runs on the board.

SECOND DAY'S PLAY.

Shanghai continued their innings on Friday, taking the field at 11.10. The weather was still hot, but a slight breeze made conditions more congenial than during the first day's play.

From Pearson's first ball Murray scored a single, but from the fifth ball of the over Tai skied a ball and was caught by Crawford—12-1-7. Pearson opened at the far end, his first over being a maiden. Murray was missed in the slips by Rowland off Pearson's second ball. A four to leg by Merritt off Parsons, followed by another boundary hit by the same player off Pearson, enlivened the proceedings to some extent, but after adding a single to his score he was stumped, the score being 22-2-10.

Rawsthorne opened his account with a single off Parsons. A pretty shot to the boundary by Murray, followed by a good hit in the neighbourhood of the pavilion, brought the score to 40. In the 11th Murray was caught at first slip by Rowland off Parsons. Rawsthorne was clean bowled by Sherwin, who had taken the ball from Pearson, without any addition to the score.

Allison joined Daniels and after a couple of singles, hit Parsons to the leg boundary bringing the half century to the board after 40 minutes play. Daniels attempted a short run, and was run out, 51-5-1. A splendid catch at mid-off by McLaren dismissed Allison, the ball was travelling very hard and the applause that greeted the catch was certainly well merited. After scoring a couple of singles Grimshaw was well held by March, Sherwin being the bowler, 59-7-2. Tippin after scoring a couple of singles was missed in the slips off Sherwin. Large who was batting well, but would have rendered better service to his side had he shown the same enterprise he did in the first innings, was missed being caught and bowled by Sherwin after he had scored 11.

TIPPIN HITS OUT.

Tippin treated the bowlers with scant respect and was showing the younger members of his side that runs could be obtained, but in attempting a big hit was stumped by Crawford, Parsons being the bowler, the telegraph reading 68-8-19. Duthoit was caught in the slips off Sherwin after scoring a single, 87-9-1.

A four by Large off Sherwin was the last incident of note in the Shanghai innings, as he was soon after caught at the wicket off Sherwin, bringing the Shanghai innings to a close for 99, Barnes again unbeaten, with four runs to his credit. Sherwin came out with the fine analysis of five for 20, and the Padre four for 58. The "keeping" of Crawford could not have been improved upon, and indeed was one of the features of the day's play.

HANKOW'S TASK.

Hankow were thus left with 176 runs to win, and whilst in their first innings their main batsmen had failed, with the exception of Crawford, it was felt the Shanghai team would have some difficulty in disposing of them again for such a moderate total.

Play was resumed after tiffin, the opening pair being Crawford and Price, to the bowling of Allison from the pavilion end. Three singles were scored from the first over, but Rawsthorne got Price well taken out at the wicket by Barnes after he had made a single, 1-4-1. After an additional six runs the Shanghai XI must have been pleased to see Parsons return to the pavilion, Rawsthorne bowling him off his pads with a beautiful length ball.

MURIEL IN FORM.

Muriel joined Crawford, and the former delighted the spectators with the ease and confidence he attacked the bowling. After opening with a single Muriel made two splendid shots past cover to the boundary. At 35 Crawford lifted one to mid-on and was caught by Grimshaw off Rawsthorne. McLaren joined Muriel and runs continued to come steadily, and 50 runs were added to the score before McLaren was dismissed. Allison clean bowled him, 85-4-19. McLaren had batted well for his 19 runs, but the attractive batting of Muriel dwarfed everything. Pearson was next man in and was content to play "keep" whilst Muriel continued to play the bowling in a manner reminiscent of his palmist days.

A bowling change at the pavilion end, Tai, going on vice Allison, did not reduce the rate of run getting, and after four overs Tai stood down in favour of Merritt, but howling came a like to Muriel who was indeed playing very fine cricket. Allison now relieved Rawsthorne and completely beat Pearson twice in the same over, the ball just missing the off stump. Rawsthorne went on at the pavilion end in place of Merritt and got Pearson's wicket after he had scored eight, 102-5-8. Tai and Muriel with a fine drive for three brought his score to 60 amid great applause.

At 123 March was clean bowled by Allison after scoring nine, and two runs later Sherwin was adjudged l.b.w. off the same bowler, 125-7-1.

HANKOW WINS.

With three wickets to fall and 54 runs required to win the game was in a most interesting state. Cheetham, however, was not overcome by a single pulled Rawsthorne to the leg boundary. A four to the off, a run, by Muriel was greeted with considerable applause. Rawsthorne, who appeared to be tiring, had three boundary hits knocked off him in one over, by Cheetham, and at 4.40 Muriel made the winning hit, an excellent stroke for three, amid much enthusiasm.

Muriel's innings of 84 was indeed a superb display, without the semblance of a chance. His chief scoring stroke was through cover and mid off, all along the ground, and such a memorable innings will go down in the annals of Hankow cricket. Muriel received a great ovation and was "chaired" by his fellow players. One must not overlook the meritorious innings of Cheetham. He went in at a most critical stage of the game and his innings of 22 was invaluable. Shanghai were thus defeated by three wickets. A splendid game, good cricket and an exciting finish.

Full scores and analyses:—

| SHANGHAI. | | | | |
|--|-----|--|--|--|
| 1st Innings. | | | | |
| T. L. Rawsthorne, c Parsons, b Pearson | 11 | | | |
| D. B. W. Murray, c Crawford, b Sherwin | 1 | | | |
| C. J. Merritt, run out | 1 | | | |
| H. W. Allison, c Parsons, b Pearson | 3 | | | |
| A. J. Daniels, b Sherwin | 35 | | | |
| W. K. Tai, c Marsh, b Sherwin | 19 | | | |
| G. C. Large, c Parsons, b Price | 40 | | | |
| R. Grimshaw, c McLaren, b Parsons | 8 | | | |
| J. Tippin, c Rigden, b Sherwin | 10 | | | |
| E. G. Barnes, not out | 9 | | | |
| B. W. Duthoit, c Cheetham, b Pearson | 4 | | | |
| Extras | 14 | | | |
| Total | 158 | | | |

| Bowling Analysis. | | | | |
|-------------------|----|----|----|----|
| | O. | M. | R. | W. |
| Sherwin | 24 | 11 | 59 | 4 |
| Pearson | 16 | 5 | 45 | 3 |
| Muriel | 3 | 0 | 10 | 0 |
| Price | 2 | 1 | 4 | 1 |

| SHANGHAI. | | | | |
|---------------------------------------|----|--|--|--|
| 2nd Innings. | | | | |
| W. K. Tai, c Crawford, b Parsons | 7 | | | |
| D. B. W. Murray, c Rowland, b Parsons | 13 | | | |
| C. J. Merritt, c Crawford, b Parsons | 10 | | | |
| T. L. Rawsthorne, b Sherwin | 11 | | | |
| A. J. Daniels, run out | 1 | | | |
| H. W. Allison, c McLaren, b Sherwin | 13 | | | |
| G. C. Large, c Crawford, b Sherwin | 18 | | | |
| R. Grimshaw, c Marsh, b Sherwin | 2 | | | |
| J. Tippin, c Crawford, b Parsons | 19 | | | |
| B. W. Duthoit, c Muriel, b Sherwin | 1 | | | |
| E. G. Barnes, not out | 4 | | | |
| Extras | 3 | | | |
| Total | 90 | | | |

| Bowling Analysis. | | | | |
|-------------------|----|----|----|----|
| | O. | M. | R. | W. |
| Sherwin | 16 | 7 | 20 | 5 |
| Pearson | 8 | 3 | 17 | 0 |
| Muriel | 2 | 2 | 0 | 0 |
| Parsons | 10 | 1 | 59 | 4 |

| HANKOW. | | | | |
|----------------------------------|----|--|--|--|
| 1st Innings. | | | | |
| F. S. Crawford, b Rawsthorne | 17 | | | |
| E. G. Price, c Rawsthorne | 3 | | | |
| O. B. Parsons, b Allison | 10 | | | |
| H. E. Muriel, c and b Rawsthorne | 1 | | | |
| E. McLaren, run out | 2 | | | |
| T. C. G. Pearson, b Allison | 3 | | | |
| J. E. Marsh, b Allison | 0 | | | |
| C. S. Cheetham, b Allison | 0 | | | |
| W. B. Rigden, b Allison | 0 | | | |
| C. E. Sherwin, b Rawsthorne | 11 | | | |
| E. V. Rowland, not out | 7 | | | |
| Extras | 17 | | | |
| Total | 82 | | | |

| Bowling Analysis. | | | | |
|-------------------|----|----|----|----|
| | O. | M. | R. | W. |
| Allison | 18 | 3 | 46 | 5 |
| Rawsthorne | 18 | 3 | 25 | 4 |

| HANKOW. | | | | |
|---|-----|--|--|--|
| 2nd Innings. | | | | |
| F. S. Crawford, c Grimshaw, b Rawsthorne | 11 | | | |
| F. G. Price, c Barnes, b Rawsthorne | 1 | | | |
| O. B. Parsons, b Rawsthorne | 5 | | | |
| H. E. Muriel, not out | 64 | | | |
| E. McLaren, b Allison | 19 | | | |
| T. C. G. Pearson, b Rawsthorne | 8 | | | |
| J. E. Marsh, l.b.w., b Allison | 1 | | | |
| C. S. Cheetham, not out | 22 | | | |
| W. B. Rigden and E. V. Rowland, did not bat | 0 | | | |
| Extras | 16 | | | |
| Total | 176 | | | |

| Bowling Analysis. | | | | |
|-------------------|----|----|----|----|
| | O. | M. | R. | W. |
| Allison | 19 | 3 | 46 | 2 |
| Rawsthorne | 22 | 1 | 93 | 4 |
| Tai | 4 | 0 | 19 | 0 |
| Merritt | 2 | 0 | 10 | 0 |

QUEEN'S THEATRE.

To-day for one day only, Harold Lloyd is again being screened at the premier picture house of the Colony, the Queen's Theatre, in his hilarious comedy "Hot Water." The programme will also include Ted Sanborn, the talented xylophonist, who last week scored a marked success at the Star Theatre, Kowloon.

At the Marine Court yesterday, before Lieut-Commander G. F. Hille, R.N., a passenger boat-master was fined \$4, with four days imprisonment in default, for failing to take out a licence as required under the Hongkong Merchant Shipping Ordinance.

NAVAL AND MILITARY INTELLIGENCE.

The cruiser *Weymouth*, which is acting as a transport, in which capacity she has voyaged over 100,000 miles since the close of the war, is due to leave Hongkong on October 26th with a paid-off crew and ratings homeward bound. The *Weymouth* brought out the new crew for the cruiser *Carleton*, and the paid-off crew will help to work the ship homewards.

Lieutenant A. R. Higgins, who has been posted to the *Deppatch*, China Station, joined the Navy during the war, was promoted sub-lieutenant in 1920, and lieutenant in April, 1923, and was latterly serving with the battleship *Resolution*.

Everything points to the East Indies Squadron drawing closer to the China Station, although the present status of the "Eastern Fleet" as the two squadrons and the Australian Squadron were then designated, is not likely to be reversed. It is also evident that the resuscitated naval base of Trincomalee will in the process of time become an auxiliary to the great naval base at Singapore.

The great Military Tattoo at Wembley gave a fine boom to recruiting in London, says a correspondent of the *China Express and Telegraph*. The detachment of the 2nd Battalion of the East Surrey, under the command of Major M. J. Minog, M.C., from Jersey, did its share extremely well. The following appointments were made by the Admiralty on September 17th:—Payr-Comdr. C. T. Smyth, O.B.E., to Cardiff (on re-employment).

The total number of British destroyers, which was reduced from 130 to 173 by the recent scrapping, is to be further reduced to 157, as compared with over 300 American and over 100 Japanese destroyers. The new destroyers *Amazon* and *Ambuscade* are to be finished in April, 1925, but three or four years will elapse before any more are ready, as the destroyer replacement programme is not to be started until 1927-28.

ARMY PUNISHMENTS.

AMENDED PROCEDURE FOR SUMMARY AWARDS.

A new Army Order provides that if any punishment awarded by a commanding officer or by an authority dealing summarily with a charge under Section 47 of the Army Act appears to the Army Council or to a superior officer to be wholly illegal the Army Council or the superior officer shall direct that the award be cancelled and the entry in the records of the accused be expunged.

Similarly, if such punishment appears to be in excess of the punishment authorized by law for the offence, the punishment awarded, may be varied so that it shall not be in excess of the punishment authorized, and the entry in the records be varied accordingly. If such punishment appears to be too severe the whole or part of the punishment awarded may be remitted, and such remission shall be entered in the records of the accused, provided that such power of remission shall be exercised by a superior officer within two years only from the date of award.

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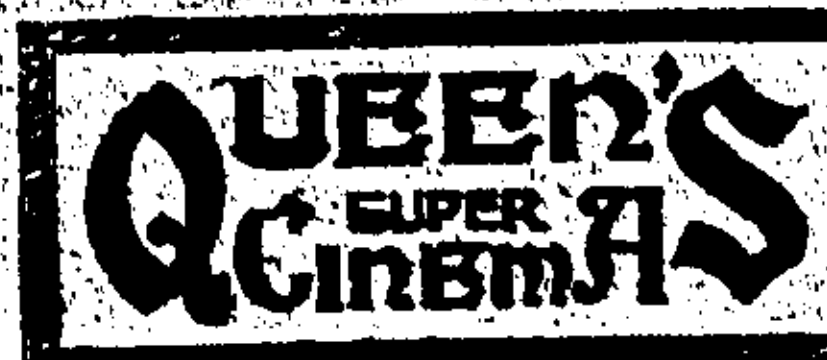
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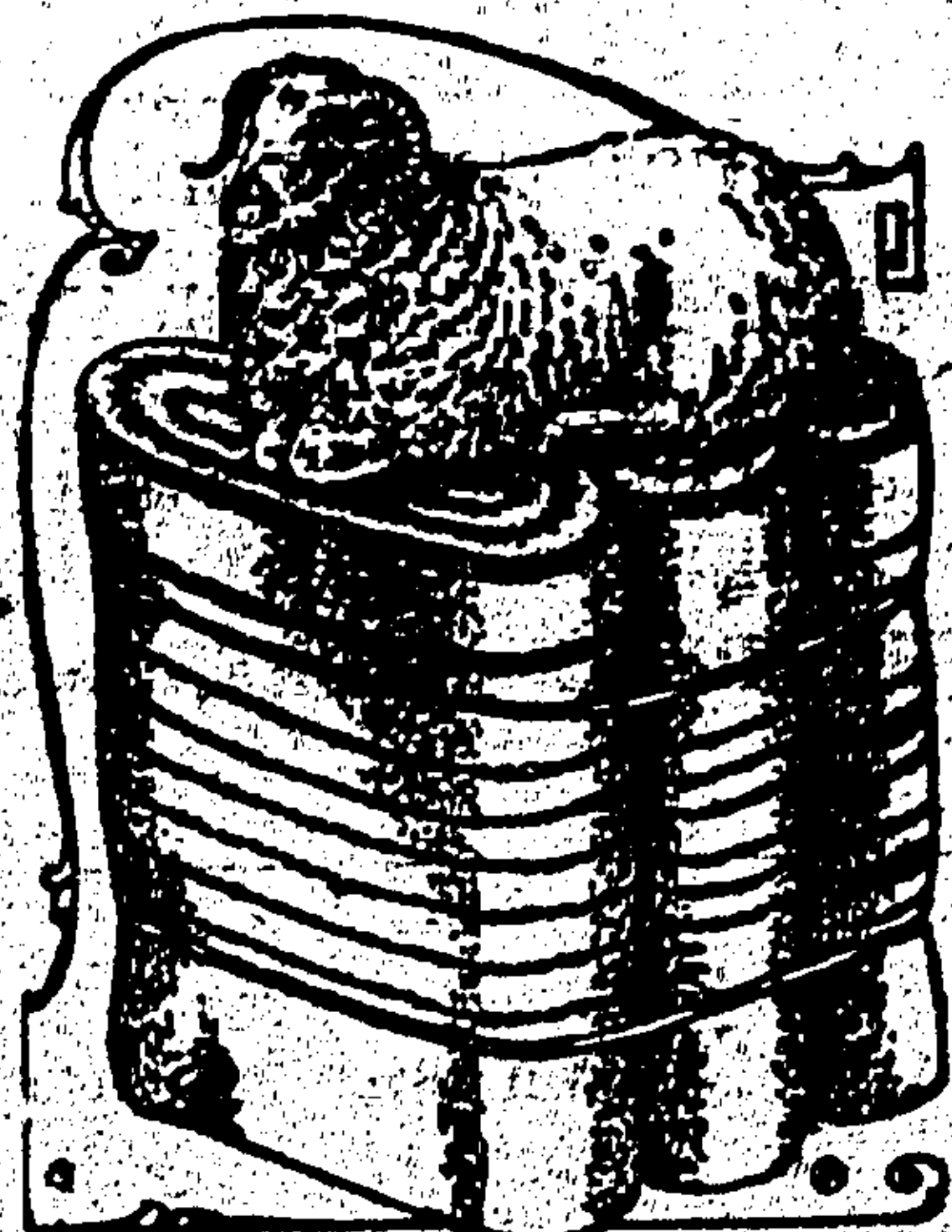
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LOCAL SPORT.

WATER POLO.

In the Water Polo League last evening, two games were played.

H.M.S. *Cariste* beat the K.R.S.F.P.A. "B" by 2 goals to 1 and the Hongkong Electric Company beat the V.R.C. "B" by 7 goals to 1.

The fixture between the V.R.C. "B" and the K.R.S.F.P.A. "B", which was to have been played to-morrow evening, has been brought forward and will now be played this evening.

To-morrow evening H.M.S. *Hermes* will play H.M.S. *Ambrose*.

GOLF.

The Bogey Pool, played at Fanling on October 17th-18th resulted as follows:—Lt. Col. R. A. Dobbin—all square won. Other cards returned included: Lt. Col. R. A. Dobbin, W. W. Mackenzie, G. Hogg, and H. U. Ireland, one down; and A. H. Ferguson, W. Lang, and F. A. Redmond, two down.

CRICKET.

SATURDAY'S H.K.C.C. TEAMS.

The following will represent the Hongkong C.C. 1st XI against the L.R.C. at 2 p.m. on Saturday at Sookunpoo:—A. C. I. Bowker, G. F. Gardner, R. Hancock (capt.), A. W. Hayward, H. Owen Hughes, E. J. R. Mitchell, T. E. Pearce, L. P. Ralph, E. F. Stewart, G. Vallack, and R. E. A. Webster.

The following will represent the Hongkong C.C. 2nd XI against the L.R.C. on Saturday:—H. S. Gordon, B. Griffin, J. Hall, H. E. Hollands, A. E. Mackenzie, L. D. McNeill (capt.), D. E. G. Nicholson, H. V. Parker, T. D. E. Peckered, D. Reid, and O. Skinner.

BOXING.

H.V.D.C. v. H.M.S. "HERMES."

In the boxing tournament between H.M.S. *Hermes* and the Hongkong Volunteer Defence Corps on Friday evening, the programme will consist of ten contests of three rounds each and there will also be a six round featherweight contest between F. L. Gardner of H.M.S. *Hermes* and H. R. Major, late of the East Surrey Regiment.

EASTERN BANKS SWIMMING GALA.

HONGKONG BANK WINS CHAMPIONSHIP CUP.

The fourteenth annual swimming entertainment of the Eastern Banks was held on September 22nd, at the Lam-beth Baths, Kennington Road, S.E. There was an excellent attendance, which included Sir Newton J. Stubb, Mr. J. S. Bruce, Mr. J. L. Crockett, Mr. J. Keenan, Mr. A. G. Grogan, Mr. R. A. Rust, Col. A. H. Grogan, Mr. W. Fraser, Mr. J. G. Hamilton, Mr. G. L. Mackenzie, Mr. A. Moncur, Mr. W. A. Orum, and Mr. R. E. N. Paddfield. Mrs. J. L. Crockett presented the prizes. The arrangements, carried to a successful conclusion, were a great credit to both officials and competitors, whilst a pleasing programme of music was given by the St. Dunstan's Dance Orchestra. Results were:—Diving Competition:—1, J. N. Browne (H. & S. B.); 2, G. Kyd (N.B.I.); 3, G. E. Barnard (H. & S. B.).

One Length Ladies Handicap.—Final: 1, Miss D. Miles (C.B.I.); 2, Miss K. Whichey (N.B.I.); 3, Miss E. M. Inch (H. & S. B.). Time: 63.1.5secs.

Four Lengths Team Race for Eastern Banks Challenge Cup.—1, Hongkong and Shanghai Bank (B. P. Massey, H. C. Peterson, G. E. Barnard, D. A. G. Peterson); 2, National Bank of India (G. E. Kyd, A. Cross, R. Fletcher, W. A. Norwood); 3, Mercantile Bank of India (H. Martin, H. L. Snock, R. V. Thomas, H. J. H. Vinden). Time: 2min. 15secs.

One Length Handicap.—Final: 1, A. MacLennan (H. & S. B.); 2, B. Fletcher (N.B.I.); 3, R. V. Thomas (M.B.I.). Time: 37.1.5secs.

Four Lengths Invitation Handicap Team Race.—1, Westminster Bank (R. W. Brewster, E. G. Chapman, F. Knight, C. E. Stowell); 2, Lloyds Bank (W. E. White, C. A. Borzytz, T. J. Kimber, L. Savage). Time: 1min. 57secs.

Eastern Banks Two Lengths Championship for Challenge Cup.—1, J. N. Browne (H. & S. B.); 2, G. E. Kyd (N.B.I.); 3, W. B. McQuitty (C.B.I.). Time: 1min. 52.5secs.

Veterans' One Length Handicap.—Final: 1, N. J. Wells (C.B.I.); 2, R. Austin (S.B.I.); 3, A. Cross (N.B.I.).

One Length Back Stroke.—Final: 1, D. A. G. Peterson (H. & S. B.); 2, J. F. Seaton (M.B.I.); 3, H. Martin (M.B.I.).

Messengers' One Length Handicap.—Final: 1, W. J. Glover (H. & S. B.); 2, V. Barnett (C.B.I.). Time: 57secs.

Half-Mile Championship.—1, P. W. S. Skinner (C.B.I.); 2, J. W. Brown (H. & S. B.); 3, H. Martin (M.B.I.). Time: 1. 10.34.4-5min.; 2, 17.31.3-5min.; 3, 17.44.3-5min.

The Eastern Banks' Championship Cup was won by the Hongkong and Shanghai Bank, with 10 points; the Chartered Bank of India being second with 12 points, and the Mercantile Bank of India third with six.

A very fine display of diving was given by Messrs. W. G. T. Burne, E. M. Macdonald, G. Matvieli, and S. C. Mercer, members of the Amateur Diving Association, and a polo match was played between "Lloyds" Bank and "Westminster" Bank.

SUBSCRIPTION GRIFFINS.

FOURTH SHIPMENT DRAWN FOR EAST EVENING.

[BY ARGUS.]

The fourth consignment of subscription griffins for the Hongkong Jockey Club, consisting of 4 geldings and 3 mares, arrived by the a.s. *Sunning* yesterday morning.

The drawing took place at the Jockey Club Stables, at Causeway Bay, last evening. The Stewards present were Lieut.-Col. Hall Bruton and Mr. H. Birkett.

The numbers were drawn by Commander Bower, R.N., and Lieut. Commandant Thompson, R.N., with the following result:—

| No. | Pony. | Drawers. |
|-----|--------------|--------------------|
| 20 | m.g.m. | H. H. Taylor & Co. |
| 27 | g.g. | Dyer and Beith. |
| 28 | ch. m. | Mr. J. T. Bagram. |
| 29 | b.g. | Mr. Sha. |
| 30 | ir. g.g. | Sir Paul. |
| 31 | b. or br. g. | Mr. L. Dunbar. |

The marble grey mare, drawn by Messrs. H. H. Taylor & Co. shows a lot of quality; and, though light in build, should pay her way.

Messrs. Dyer & Beith have drawn a pony that I heard described as the "worst of the bunch," but he will probably surprise some of his detractors before the next season is over.

Mr. J. T. Bagram has become the owner of an exceptionally breezy-looking chestnut mare—on looks the pick of the six.

To Mr. Sha fell a bay gelding, branded with the fatal Shanghai B. on the off shoulder. In many ways he resembles Gump; but it is difficult to understand why he came under the ban of the Northern Stewards.

Sir Paul obtained an upstanding iron grey gelding, which found many admirers.

By no means a bad pony is a bay gelding, which fell to Mr. L. Dunbar. I write *bay* in preference to *brown* since the colour of a horse is doubtful, the muzzle is the guide; for instance, "a black body with a brown muzzle is a brown horse, but with a black muzzle is a black horse," to quote a recent treatise on the horse.

Now that fighting in the North appears to have started in earnest, there is a possibility that the Shanghai Russian dealer will be unable to complete the order for 45 subscription griffins. It is, therefore, satisfactory to note that such subscriber has already been allotted one while Messrs. Dyer and Beith and Sir Paul Chater were the fortunate ones last night in drawing a second pony.

SHANGHAI ENTRIES.

The entries for the Autumn Meeting of the Shanghai Race Club closed on October 7th. A writer in the *North China Daily News* has the following comment:—

With every meeting now so many changes are made that it is difficult to make comparisons with the preceding race cards, but on this occasion it can be stated without fear of question that the entries are far beyond the expectations of most racing men. Altogether, 199 ponies have been entered and though several races have not been fully analysed, it safely can be said that, as there are 69 ponies entered in one sub-griffins race, not far short of half the total entry represents sub-griffins. The latter being in the main the "small man's" chance, it will be seen that, despite gloomy prophecies, racing has not yet become a monopoly of the rich.

As the Champions must almost certainly be a gift for Warrenfield, whilst the only thinkable opposition can come from the formidable "Day" stable, principal interest probably will centre round the Inter-Club Handicap on the fourth day. For this, the first of what all sportsmen hope will be a long and unbroken series of such contests, open to both the Shanghai Race Club and the International Recreation Club, the satisfactory entry of 29 ponies has been received. All the best of the Kiangwan ponies have been entered, and as one prominent sportsman said, "The worst in is Roman Oriole," it can be accepted that it will be a mighty race, for no racing man would object to being cursed with the ownership of such a Roman Oriole.

Assuming also that owners have not entered blindly in the hope of picking up jockeys, it is pleasing to note that there are 46 ponies in for the Jockey Cup:—If 20 novices can be found for the best ponies it should be a very interesting race.

LOCAL DANCES.

Last night another dance was held under the auspices of H.M.S. *Hermes* at the Seamen's Institute, the jazz band of the ship providing the dance music from 8.30 to midnight.

To-night the ship's company of H.M.S. *Cariste* will hold their last dance of the season at the Royal Naval Canton Theatre from 8.30 p.m. at which the *Cariste's* jazz band will dispense waltz, fox-trot and one-step music.

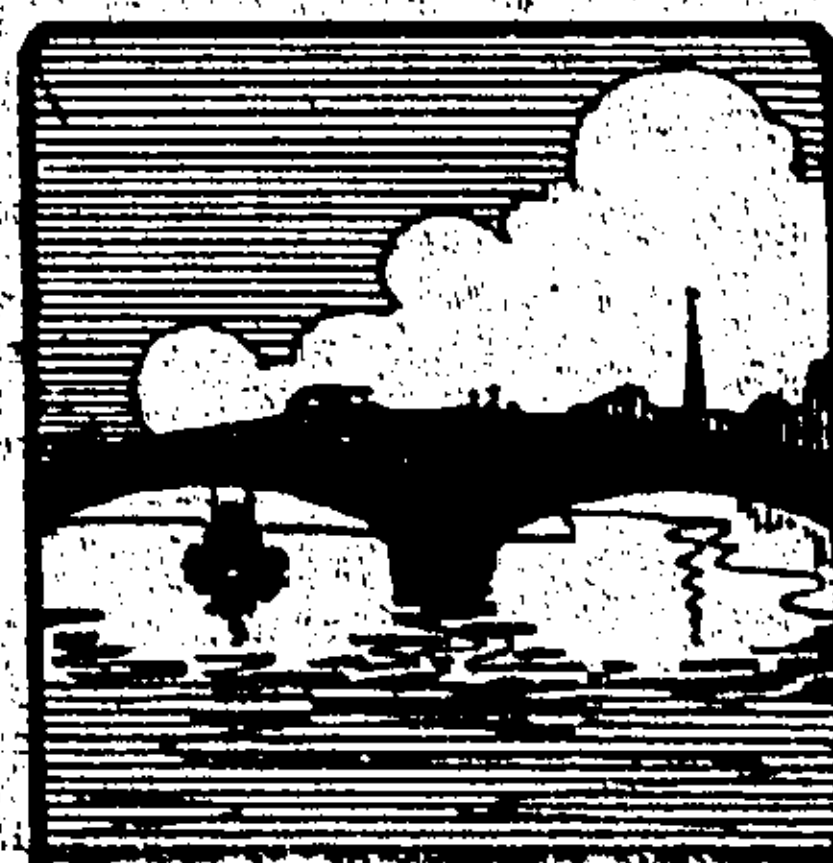
To-morrow evening the Kowloon British School Former Pupils' Association will hold their opening dance of the season, beginning at 9 o'clock.

On Friday evening another dance under the auspices of H.M.S. *Ambrose* will take place in the Royal Naval Canton Theatre, beginning at 8.30 p.m.

The dance committee of the *Ambrose* are also organising an "Ambrose" fancy dress carnival on November 6th.

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FUNERAL OF SIR JOHN JORDAN.

INTERMENT AT PUTNEY VALE.

The funeral service of Sir John Jordan was held on the afternoon of September 17th at St. John's Church, Putney, the Rev. E. Priestley Swain, Vicar of St. John's, officiating, assisted by the Rev. E. A. Hosband, the Rev. F. B. Wood, and the Rev. L. E. Cartridge.

The family mourners were:—Lady Jordan, Mr. Robert C. Jordan and Mr. Henry Jordan (sons), Master Walrond Clarke (grandson), Mr. William Moore, Lieut.-General Sir Travers Clarke, Mr. A. G. Cromie, Dr. T. Cromie, Mr. Edward S. Cromie, Mrs. Eve, Miss A. Cromie, and Miss E. Weatherhead.

Among others present were:—Lady Clarke, Mrs. Brady, Mr. F. Brady, Mr. Byron Brennan, C.M.G., Sir Reginald Gamble, Mr. E. G. Leigh (representing the Foreign Secretary), Mr. T. P. Cochrane (Chartered Bank of India, Australia and China), Captain Arnold, Mrs. Joel, Mrs. Cartwright, Sir Frederick and Lady Bourne, Mrs. Vaughan Pyle, Sir Gershom Stewart, Bishop Scott, Lord and Lady Strathpey, Sir Robert Ho Tung, Mr. Nelson Bitton (L.M.S.), Professor Southill, Sir Henry Jackson, M.P., Mr. H. W. Locker, M.P., Mr. Victor Wellesley (representing the Foreign Office), Mr. E. C. Newton (Foreign Office), Sir Ronald Macleay, Sir Francis Aglen, Sir Edward Crowe, Sir James Stewart Lockhart, Mr. W. Foot Mitchell, M.P., Sir Henry and Lady McMahon, Sir Newton Stubb, Sir Charles Addis, Mr. N. L. Leefe (China Association), Sir Denison Ross (School of Oriental Studies), Dr. Chen (Chinese Legation) and Mrs. Chen, Mr. and Mrs. H. E. Eulford, Mr. and Mrs. Ottewill, Mr. Archibald Rose, C.M.G., Mr. and Mrs. C. A. V. Howra, Sir Paul Chater, Mr. H. Goffe, C.M.G., Mr. H. Sims, Mr. D. E. Landale, Mr. R. H. Hill, Mr. W. Fisher, Dr. David Brown, Mr. A. G. Angier, Mr. M. Alexander, Mr. A. M. Townsend, Mr. J. C. Clennell, Mrs. Acheson and son, Mr. A. P. Wood, and Mr. Cousins.

The first part of the service being concluded at St. John's, most of those present proceeded to Putney Vale Cemetery, rather more than a mile away, where amongst the pretty surroundings that characterise this burial place, the communal portion of the service was taken and the body interred.

THE KING'S MESSAGE.

The King sent the following message to Lady Jordan:—The King has heard with much regret of the grievous loss which you have sustained, and sincerely sympathises with you in your sorrow. His Majesty will always gratefully remember Sir John Jordan's valuable services rendered during his long residence in China as the British representative of three successive Sovereigns—Stamfordham.

The Secretary of State for Foreign Affairs, Mr. Austen Chamberlain, sent the following telegram to Lady Jordan:—

"Please accept and convey to Sir John Jordan's family my deep sympathy and my sorrow at the death of so distinguished a public servant, and my profound regret that at this moment when we are seeking to restore the old relations and confidence and friendship between China and this country, we lose the help of one who was the personal embodiment of that friendship, a true friend of both countries and a gifted interpreter of the spirit and aspirations of each to the other."

At the second meeting of the Fifth Committee of the League of Nations at Geneva on September 15th Mr. Sugimura (Japan) said that he had just heard with deep regret the sad news of the death of Sir John Jordan. It was a great moral loss to the League of Nations, and the loss to the Opium Committee was irreparable. He proposed that the meeting of the Committee should be suspended for one minute as a sign of respect. Mr. Jules Pains (France) endorsed what Mr. Sugimura had said. Mr. Chao Hsin Chu (China) said that, as the representative of China, and recognising what a great friend Sir John Jordan had been to China, he could not let the opportunity pass without saying a few words. Sir John Jordan was responsible for the Anglo-Chinese agreement to the effect that the importation of Indian opium into China had been stopped since 1917, and the Chinese people would never forget his kindness and assistance. His death was not only a loss to the Committee, and to England, but it was also a loss to China. Dr. Ferreira (Portugal) also wished to associate himself with the tributes that had been paid to the memory of Sir John Jordan. The Duchess (Continued on next Column).

HARBOUR RACE.

FURTHER ENTRIES ACCEPTED FOR OPEN EVENT.

Although entries for the annual Harbour Races, particulars of which appeared in yesterday's issue, "officially closed" on Monday evening at the V.R.C., two more entries have been accepted for the open race on Friday. The entrants are Mr. R. W. Smith, who has competed before in this event, and Bombardier J. Pinford, R.A.

This now brings the entries up to 12. A *Daily Press* reporter was told last night that post entries will still be accepted.

This afternoon, the first of the three races will be decided; that confined to Chinese for the "Mok" Challenge Cup. The entrants are:—Tan Chin Hin, Leung Tit Sang, Wong Ping Fan, Wong Kam Fan, Shek Wing Kwai, Yeung Ping Kwai, Ng Hon Sang, Kwok Hing Wan, Sun Cheuk Pin, Yuen Chun and Li Fook Tai. The race is scheduled to start at 5 p.m.

MR. A. BROOKES-SMITH.

CONFERENCE POST-PLEASURES FRIENDS.

Many congratulations went to Mr. Brooke-Smith on October 7th, when it became known that he had been appointed as technical adviser to the British delegation to the Tariff Conference. Mr. Brooke-Smith is one of the best known Englishmen in the Far East; he has done much for British trade besides much wholehearted work in the public service. For 10 years he was in Hongkong; all the rest of his time has been spent in Shanghai.

He was appointed a director of Messrs. Jardine, Matheson & Co., in 1913, and at present is the head of the Shanghai office, chairman of the Ewo mills and the Shanghai and Hankow Wharf Co., besides being associated with numerous other companies. He has been an active member of the committee of the British Chamber of Commerce, the China Association, and St. George's Society, of which body he is the chairman, not to mention his connexion with other institutions, too many to be included in this brief notice.

As an administrator he is widely respected, which fact was shown by his election to the Shanghai Municipal Council, of which he ultimately became Chairman, preceding Mr. Simms. Mr. Brooke-Smith is held in high esteem, not only by his foreign friends, but by the Chinese community, who have always found him to be sympathetic and alert to look at things from all viewpoints, says the *N.C. Daily News*.

of Atholl (British Empire) expressed the grateful thanks of the British Delegation for the touching way in which Sir John Jordan's loss had been referred to. The words of the representative of China were very precious to the British nation, and she believed that Sir John Jordan would have asked for no greater recognition of his long years of service than to know that China regarded him as her friend. It was a very serious loss to the Advisory Committee to lose one who had such an intimate knowledge of the opium question.

The sitting of the Committee was suspended for one minute, and the Chairman said that the Secretary would send a letter of sympathy to Sir John Jordan's widow.

HOW THE END CAME

From one who was present at the meeting of the Committee of the China Association on September 17th, the *China Express* and *Telegraph* learn that Sir John, for whom a seat was reserved on the right of the Chairman, arrived a minute or two after the time fixed for the meeting. The Chairman, Mr. N. L. Leefe, having dealt with the item on the agenda, asked Sir John for his view. His reply was that he would like to hear the remarks of other members before he gave his opinion. Almost immediately after stating this Sir John gave two sighs and seemed to be fainting. Mr. Fisher, who was next to him, got up and supported his head, but death had apparently been instantaneously merciful and he did not suffer at all. It may be that Sir John had hurried somewhat to attend the meeting and that this brought on a heart attack.

THE MILITARY SITUATION.
REPORTS FROM VARIOUS
QUARTERS.

[FROM OUR CHINESE CORRESPONDENT.]

Reports from anti-Red sources state that Yang Kwan Yu evacuated Waichow on the 16th, and is now, with 6,000 men at Sam-dor-chok, awaiting re-inforcements. The casualty list of the anti-Reds is put at less than 500 men killed or wounded, but larger numbers are reported as missing or surrendered. It is stated that General Chiang Kai Shek, as soon as he entered Waichow, ordered the execution of four regimental commanders of Chan Kwing Ming's army because they did not hand over the city without fighting, as they had agreed, and been paid, to do.

General Chan Kwing Ming's forces re-captured the town of Pingshan from the Reds on the 16th. There was more fighting the next day, but the outcome is not given.

Swatow reports state that the Fukien re-inforcements for the anti-Reds all have artillery and that field guns and other heavy pieces have also been arriving from Pakhoi.

The anti-Red troops in Southern Kwangtung are now advancing in the Szeyp districts with Canton as their objective.

STRIKE PICKET EXCESSES.
COMPLAINTS FROM MANY
DISTRICTS.

[FROM OUR CHINESE CORRESPONDENT.]

The Strike pickets appear to be getting entirely out of hand and there are constant complaints from many districts regarding their excesses and illegal proceedings generally.

Reports from Toyshan indicate that the inhabitants of the Szeyp districts are in practically a state of revolt against the pickets and that the merchant volunteers of Kung Yick have succeeded in driving away some of them from their city.

A Macao report says that the launch *Hai Wing*, plying between Kwong Hoi and Macao, while sailing near Ma-lau-chow, was boarded by a squad of pickets armed with daggers. Some of the passengers resisted and in the struggle five persons fell overboard and two were drowned. The crew of the launch took five pickets in custody and handed them over to the Macao authorities on October 18th.

A freight junk, *Tai Lee*, running between Hongkong and Sunning, was also captured last week by boycott pickets near Ma-lau-chow, and goods valued at a very considerable sum were confiscated. The strike committee are demanding \$5,000 for the release of the junk.

A steam launch, *Wai On Chong*, was captured on October 17th and it is reported that a fine of \$5,000 for "breaking the boycott" has been imposed.

The town of Tai Ping, near Bocas Tigris, the scene of a recent serious conflict between boycott pickets and merchants and village volunteers, resumed trade on October 15th, but the shipping service between the town and Canton, is still suspended. According to the latest reports now to hand, several merchants and volunteers were killed or wounded in the conflict on October 10th, in addition to a number of pickets. The trouble began when the pickets arrested two *sokei* from the Wing Yick salt fish shop and the volunteers attempted to effect their rescue by force.

RETURNED RESIDENTS.
YESTERDAY'S ARRIVALS.

Several well-known residents were among the passengers disembarking at Hongkong from the s.s. *Empress of Canada*, which arrived in port yesterday afternoon from the North.

Mr. Eldon Potter, K.C., returned from a holiday at home.
Mrs. Allan Cameron, wife of the Oriental Manager, Canadian Pacific Steamships, Ltd., returned after a visit to Japan.

Mr. G. S. Archbutt, of the Union Insurance Society of Canton in Hongkong, returned with Mrs. Archbutt.

Mrs. Paul Lauder and family also arrived by the vessel. Mrs. Lauder is the wife of the General Manager in Hongkong of the Union Insurance Society of Canton, who it is understood is stopping in Japan for a few days.

Other passengers arriving were Engineer-Captain A. W. McKisley, O.B.E., R.N., and family, on transfer to Hongkong; Mr. and Mrs. J. Rothwell, of Salford, England, on a tour of the Far East; Mr. E. R. Dovey, the Government Analyst; and Mr. and Mrs. J. H. Wallace and family. Mr. Wallace is manager of the Sun Life Insurance Company of Canada and has been transferred from Shanghai to Hongkong.

Passengers proceeding through to Manila include Mr. and Mrs. Edwin Potter, New York, and Mr. and Mrs. C. M. Marvin, New York. Mr. Potter is Vice-President of the Guaranty Trust Co. of New York, and is on a business tour, whilst Mr. Marvin is Assistant Vice-President of the same Company and is also on a business tour.

CRIMINAL SESSIONS.

[BEFORE THE PETIT JUDGE, MR. JUSTICE WOOD.]

COXSAINS ACQUITTED.

The case in which four Chinese were charged with being involved in misappropriating coal belonging to the Ocean Steamship Co., was continued before Mr. Justice Wood yesterday.

The third and fourth defendants, members of the crew of the launch *Poseidon*, were discharged after Mr. Alabaster submitted that there was no case against them. The case against the coxswains of the *Poseidon* and the *Tai Yuk Fong* was proceeded with.

Mr. H. K. Holmes (Crown Solicitor) prosecuted for the Crown. Mr. O. G. Alabaster, K.C. (instructed by Mr. D. McCallum), defended the coxswain of the *Poseidon* whilst the coxswain of the *Tai Yuk Fong* was represented by Mr. E. S. Zeilyr (instructed by Mr. Remedios).

The coxswain of the *Poseidon* giving evidence said that on the morning of September 8th he took the launch as instructed to Bailey's yard. The *Tai Yuk Fong* came along and the coxswain asked him for some water to which request he complied. He denied that he had passed several tons of coal to the other launch. Replying to his Counsel, he said that the Chief Engineer was responsible for the coal.

In response to questions put to him by His Lordship, defendant said that his launch had been coaled on September 6th. The chief engineer had told him that she had coaled 12 tons, there being a few tons already in the bunkers.

Mr. Zeilyr submitted, before calling any witnesses, that he had no case to answer. His Lordship, however, thought otherwise and Mr. Zeilyr proceeded with his address. He pointed out that the whole of the case rested upon the firm foundation that that of Mr. Edward's suspicion. There was an old proverb to the effect that "he who suspects was never at fault," and all that Mr. Edward had established was that he saw something which aroused his suspicions. There were no baskets on either launch, but Mr. Edward had said that that affirmation would make not the slightest difference to his contention. Mr. Fraser had said that at 130 yards distance he could see the colour of the baskets. He could not say whether it was coal he saw, nor how the men were dressed. His eyesight must have been marvellous. He thought they were passing coal because they were working together in such a way as men would work in passing something from one launch to the other.

Counsel submitted that Mr. Fraser ought to have boarded that launch but he had said it did not interest him to do so. In conclusion, Counsel said that the whole case was based on the curiosity of two men.

His client in giving evidence stated that he was in the habit of buying coal every five days from two coal merchants in Yau-mai. He had bought 3 tons of coal on September 7th.

Ah Chek, a coal merchant of Yau-mai, gave corroborative evidence. Another coal merchant stated that he often sold coal to defendant.

Mr. Alabaster asked whether men would be so foolish as to do what was alleged in broad daylight and in front of such a busy place as Bailey's yard. Continuing, he said that although the launches were examined within two hours of the alleged offence no coal dust was found on either. Further it had been stated by a witness for the Crown that the *Poseidon* did not carry baskets. There was no evidence to show that the coal found on the *Tai Yuk Fong* was the coal supplied at the Blue Funnel Wharf to the *Poseidon*. He contended that the Crown should have made an effort to prove that. Two witnesses for the defence had stated that they each put three tons of coal on the *Tai Yuk Fong* on August 21st and September 7th respectively. The Crown had not troubled to cross-examine them.

The jury returned a verdict of not guilty and both defendants were discharged.

[BEFORE THE ACTING CHIEF JUSTICE, MR. E. H. J. COMPTON.]

ARMED ROBBER SENTENCED.

A Chinese coolie appeared on a charge of having attempted to commit an armed robbery, in which he was successful in getting away with a bunch of keys.

Mr. T. S. Whyte-Smith, outlining the case for the Crown said the persons living at No. 55, Wai Tsing Street, Yau-mai, rented a cubicle to a man who later brought with him another whom he introduced as his brother. On July 27th two other strangers arrived and joined them. The same day they attempted to commit the robbery and threatened the residents of the house with daggers and the accused snatched a bunch of keys which were on the table. An alarm was given and the men decamped, the prisoner being the only man arrested. The bunch of keys and a dagger were found in his possession.

Accused denied the charge but a verdict of guilty was returned. In passing sentence of seven years with hard labour, His Lordship said that if any of the persons had been wounded he would have ordered a flogging in addition to the sentence.

HOME MAILS.

Two mails arrived from Home yesterday.

The first consignment was landed from the s.s. *Hector* which arrived from Shanghai yesterday morning. Altogether 284 bags were landed from this vessel, including 17 bags from the United Kingdom and 267 from the remainder being Continental and Shanghai mail. The letters from Home were dated, London, September 28th and 29th and took 23 days in transit.

The second batch arrived by the s.s. *Empress of Canada*, which tied up at her wharf at 3.30 yesterday afternoon. The total mails landed, were 418 bags, consisting of letters and papers from Canada, U.S.A., Japan and Shanghai and a few bags from Home, dated, London, September 19th, (via Canada).

On Friday the s.s. *Kut Sang* is due with papers from Europe and Home (via Negapatam) (London, September 24th), while on Saturday the s.s. *San Francisco* *Maru* should arrive with letters of the same date from Home (via Negapatam).

LORRY FATALITY.

INDIAN DRIVER EXONERATED.

Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, continued the enquiry into the circumstances surrounding the death of a Chinese woman, who was killed by a lorry owned by Messrs. Armstrong, Whitworth and Company, and driven by an Indian, on September 20th.

Mr. Whitehouse appeared for the driver of the truck, and the relations of the deceased were represented by Mr. Leo J. Almada.

Sergeant Smith said he did not think it was safe for two lorries to pass at the particular spot where the accident occurred at 15 miles per hour. He produced copies of the Regulations. One was to the effect that a motor vehicle shall not exceed 7 feet 2 inches in width between its extreme projecting points, and another was that a motor driver must not allow any portion of his load to project beyond any part of the vehicle.

A woman, who was a passenger on the lorry, said that deceased was sitting on the right hand side when she was struck by a beam which was projecting from the other lorry.

Mr. R. W. Pearson, storekeeper, Messrs. Armstrong, Whitworth & Co., Ltd., said that he inspected the lorry through the window of his office before it left. There were two 16 feet beams, besides cross beams on the lorry. They were lashed on parallel to the lorry and projected in the rear. It was possible that they might spread if the lashing was slack. In his opinion the woman must have been leaning over the side of the other lorry to have been struck.

In reply to a question by Mr. Almada, witness said he was responsible for the loading of the lorry, and the driver was not.

The Indian driver said he saw his lorry loaded, and was satisfied with the load. He knew the Regulations. In turning to get into the middle of the road the front portion of the beam hit the woman.

The Jury brought in a verdict that the woman's death was caused through an accident, and the driver could not be blamed.

CHINESE WIDOW'S OPIUM.
HEAVY FINE INFLICTED.

A fine of \$2,500, with the alternative of three months' hard labour, was inflicted at the Central Magistracy by Mr. S. B. McDermid yesterday on Ma Pak Mui, a widow, residing at No. 29B, Kennedy Road, who pleaded guilty to possession of 42 tins of illicit prepared opium.

Chief Preventive Officer Clark stated that he found the opium concealed in flower pots.

Defendant was represented by Mr. W. B. Hind, who stated that the narcotic was for her own personal use. It was placed in the flower pots so that the children living in the house there were ten of them might not have access to it. He pointed out that it was quite apparent that the woman was addicted to the habit, but she had made several attempts to rid herself of it by placing herself under medical treatment at the French Hospital, but unfortunately she had on each occasion left before a perfect cure had been effected. He pleaded for leniency, and suggested that the Court should order her to go to the Government Civil Hospital for three months until a cure was effected.

His Worship passing sentence said that if defendant could not pay the fine she would have to go to prison.

PROPERTY SALES.

Two property sales took place at Mr. A. G. da Rocha's sales room yesterday afternoon. The first property disposed of was No. 4, Lower Lascar Row, and No. 3, Upper Lascar Row. It was put up in one lot at an upset price of \$30,000 and was knocked down to Mr. Kwan Hin Shan for \$30,200.

The second property was No. 4, Elgin Street, and No. 33, Peel Street. Put up at an upset price of \$25,000, it was advanced by \$200 bids to the sum of \$25,200 at which figure it was knocked down to Mr. Kwan Hin Shan.

GOVERNOR OF MACAO.

CEREMONY ON HIS ARRIVAL.

The *Diario de Macao* gives the following report in its "English section" of the landing at Macao of the Portuguese Colony's new Governor:

The public of Macao accorded His Excellency Colonel Maia Magalhães a hearty welcome. At two o'clock the Portuguese cruiser *República* that was conveying His Excellency from Hongkong bore into sight and a signal gun was fired from the Fort.

The tide being low it was necessary for the Motor launch *Demetrio Cinatti* to go out to bring the Governor to the landing stage where many people were waiting to receive him. A guard of honour was also posted here.

He then repaired to the Municipal Council Building where the ceremony of taking the oath took place.

Welcoming His Excellency Colonel Maia Magalhães, H.E. Colonel J. A. Santos, Acting Governor, referred to the trying times that existed and expressed the hope that the term of the new Governor's administration would be crowned with prosperity and good fortune.

Mr. Henrique Nolasco da Silva, President of the Municipal Council, referred to the excellent administration of Colonel J. A. Santos that was distinguished by great prudence and common sense with the result that in the midst of all the troublous times in China Macao remains a place that is peaceful and quiet.

Mr. Nolasco said that the Governor had arrived at a critical stage in the development of the new port, pointing out that millions of dollars had been expended and that it was necessary to take advantage of the areas being reclaimed from the sea that might be a source of great wealth to the Colony. He also referred to the need for good communication with Shekhi and other important centres of trade and said that the revenue of Macao had been decreasing but that with good will on the part of all and co-operation between his Council and H.E. the Governor much could be done to bring prosperity to the Colony.

Concluding, Mr. Nolasco handed H.E. the keys of the Colony as a token of the city's obedience to the chief administrative officer of Macao.

Returning thanks His Excellency Col. Maia Magalhães presented his salutations to the city of Macao and to its residents, and said that he realised the importance of the task entrusted to him, stating that he had accepted the nomination and appointment because he felt that he could not shrink the responsibility in view of the seriousness of affairs in this part of the world, but he expected and demanded the co-operation of all the Government employees of Macao to produce the best possible results.

He said that the crisis affecting Macao was but a part of the world-wide affliction that had thrown the whole world into convulsion and had shaken even the foundations of Society.

Col. Maia Magalhães, concluding, said that he had no love for personal politics and party politics. He made no distinction between individuals and parties, and, as representative of the mother land he wished to work only with those who had a wish to work. He prayed that at the end of his term he might leave Macao peaceful, tranquil and prosperous and with the co-operation of the citizens themselves it could be done.

Col. Maia Magalhães then returned the keys he had received, saying that he was giving them into safe keeping. Cries of "Long Live Portugal" concluded the ceremony. His Excellency, accompanied by Colonel A. J. Santos, then repaired to Government House where he was visited by all the officials and the principal residents of the Colony.

PRAYA EAST CRASH.

MOTOR TRUCK TOPPLES INTO
HARBOUR.

A collision occurred at Li Chit Street on the Praya East, yesterday morning, between a motor truck and a motor-car. The car was proceeding towards Causeway Bay and crashed with such force into the truck, which issued from a side street, that the latter toppled over into the water. The driver, who was uninjured, was picked up by a sampan, but a boy who was struck by the truck was so seriously hurt that he was immediately conveyed to the Government Civil Hospital.

ITALIAN AIRMAN.

DEPARTS FOR HAIPHONG.

Major the Marquis di Finedo, the Italian flier, who arrived from Shanghai on Monday, and moored his seaplane at Lai Chi Kok Bay, left for Haiphong just after 8 a.m. yesterday. The Italian Consul-General and officials of the A.P.C. saw him off. He expected to make Haiphong in a little over four hours.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon. Mr. G. S. Kennedy-Elkington presiding. Others present were Mr. C. G. Alabaster, K.C., Dr. J. C. MacGown, Dr. W. Pearce (Medical Officer of Health), Dr. S. W. Tao and Mr. Wong Kwong Tin, with Mr. D. Davis (Assistant Secretary).

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CUPID CHOCOLATES

1 lb. Boxes, 2 lbs. Boxes, 3 lbs. Boxes.

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LUSCIOUS TO EAT.WE ALSO HAVE A NEW ASSORTMENT
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Woolies that are light and warm.

Coats that are stylish and practical.

Hats that are dainty and becoming.

Prices that are most reasonable.

PLEASE CALL AND SEE THIS COLLECTION.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 26th day of October, 1925, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mount Cameron in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Lot | Boundary Measurements | Area in square feet | Annual Rental | Upset Price |
|------------|-----------------------|---------------------|---------------|-------------|
| 1 | As per plan. | 1,000 | 200 | 10,000 |

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 26th day of Oct., 1925, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaukiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Lot | Boundary Measurements | Area in square feet | Annual Rental | Upset Price |
|------------|-----------------------|---------------------|---------------|-------------|
| 1 | As per plan. | 1,250 | 125 | 12,500 |

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "NINGHONG" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th October.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th Oct., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th October, 1925. [2787]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PYREHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 17th October, 1925.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 23rd Oct., 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th November, 1925, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th October, 1925. [2771]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING-LOTS, ESTATES negotiated for Rent, Auction, or Private Sale. Management arranged for Clients Proceeding Abroad. TELEPHONE 6, 4600, SMALL INVESTORS, 10, DES VOGES ROAD.

INTIMATIONS

NOTICE.

WE Reg to Announce that Mr. BRIAN O. BLAKER, CHARTERED ACCOUNTANT, will act as our Representative in Hongkong as From THIS DATE.

THOMSON & CO.,
Chartered Accountants.
19th October, 1925. [2780]

NOTICE.

I Have Taken over the FIRE Agency of the LONDON ASSURANCE as From THIS DATE.

BRIAN O. BLAKER,
Hongkong, 19th October, 1925. [2781]

HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on TUESDAY, NOVEMBER 2nd, 1925, at 8.30 p.m., in the Jockey Club Room, Hongkong Club Annex.

By Order,
H. GREENWOOD,
Acting Secretary. [2778]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 7th NOVEMBER, 1925 (Weather permitting), may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will CLOSE at 12 o'clock Noon, on SATURDAY, 24th OCTOBER, 1925. [2779]

NOTICE.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 24th OCTOBER, 1925, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th OCTOBER, 1925, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 8th October, 1925. [2726]

FLATS WANTED.

WANTED on a Three Years Lease, from 1st NOVEMBER NEXT, UNFURNISHED FLAT OR HOUSE, in Kowloon (European Quarter), or at Peak, or Mid-Level, consisting of at least Four Rooms and usual Office.

Apply in Writing to—
The O.C. R.A.S.C.,
VICTORIA BARRACKS, Hongkong. [2785]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCIS BUILDING" ex "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MERCHANTS BANK).

Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2607]

TO LET.

COMMERCIOUS PREMISES ON GROUND FLOOR, 18, DES VOGES ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & CO., Ltd.
2032

TO LET.

TWO Newly-constructed EUROPEAN HOUSES, MAGAZINE GAP, MOTOR ROAD, Three Flats, Three Large Rooms, each with Kitchen, Servants' Quarters and Bath Room, fitted with Flush System.

Garage provided. Immediate possession.

Apply—
SANG KEE,
New Bank Building. [2221]

PREPAID "WANTED" ADVERTISEMENTS

TO LET—Commodious Offices on 4th Floor, China Buildings, recently occupied by HONGKONG AMUSEMENTS, LTD., who have removed to Queen's Theatre. Please apply—
Post Office Box 272. [129]

GOVERNESS WANTED to Three Little Boys. Telephone between 6 to 9 p.m. CENTRAL 4730. [130]

FOUND—Gold Watch at Repulse Bay. Apply Giving description to Mrs. G. M. Wolf, Repulse Bay Hotel. [137]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.
With Index. Price—\$7.50.
On sale at the *Evening Daily Press* Office.

INTIMATIONS

FOR SALE BY ORDER OF THE MORTGAGEE.

THE VALUABLE LEASEHOLD PROPERTY.

Situate at YAU MATI in the DEPENDENCY of KOWLOON and Colony of HONGKONG and known as SECTION J of KOWLOON INLAND LOT No. 1087, Together with the Premises thereon known as No. 47, NATHAN ROAD, YAU MATI, TO BE SOLD BY

PUBLIC AUCTION ON WEDNESDAY the 23rd day of OCT., at 3 O'CLOCK P.M.

No. 48, DUDDELL STREET, VICTORIA, HONGKONG

THE AUCTIONEERING & BROKERING CO., LTD., Auctioneers.

The Property consists of—
All that Piece or Parcel of Ground situate at YAU MATI in the DEPENDENCY of KOWLOON and Colony of HONGKONG and registered in the LAND OFFICE at SECTION J of K.L.L. No. 1087 with the Messuages, Erections and Buildings thereon known as No. 47, NATHAN ROAD, YAU MATI. The Property is held for the Unexpired Residue of the Term of 75 years (Renewable for a further Term of 75 years) from 25th June, 1900, created by an Indenture of Crown Lease dated 27th August, 1900, and made between His Late Majesty King Edward VII. of the one part and the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. of the other part. Annual Crown Rent: \$23.82. Area: 1,715 Square feet.

For further Particulars apply to—
Messrs. JOHNSON, STOKES & MASTER,
Mortgagees' Solicitors,
THE AUCTIONEERING & BROKERING CO., LTD.,
Auctioneers.
Hongkong, 18th October, 1925. [2768]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY.

Situate at SHAMSHUIPO in the Colony of Hongkong and registered at the LAND OFFICE at SECTION B of NEW KOWLOON INLAND LOT No. 25. Together with the Building thereon now known as No. 36, LAI CHI KOK ROAD.

THE VALUABLE LEASEHOLD PROPERTY.

Situate at SHAMSHUIPO aforesaid and registered at the LAND OFFICE at SECTION D of NEW KOWLOON INLAND LOT No. 226. Together with the Buildings thereon now known as Nos. 133 and 135, KI LUNG STREET.

IN TWO LOTS BY M. E. V. M. R. DE SOUSA, Auctioneer.

AT THE CHINA AUCTION ROOMS, No. 4, DUDDELL STREET, Hongkong

ON THURSDAY, the 26th day of OCT., 1925, at 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—
Messrs. GEO. K. HALL BRUTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road, or to—
M. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, Duddell Street, Hongkong.
Dated the 18th October, 1925. [2756]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK

CONSIGNEES per Company's Steamer "RHESUS" are hereby notified that the Cargo having arrived per S.S. "PYREHUS" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 23rd October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th November, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th October 1925. [2770]

"STRIKE SALE" HATS and FROCKS

AT 25% DISCOUNT OFF USUAL PRICES.

At the Sign of the Lantern.

12, PEDDER STREET.
TELEPHONE CENTRAL 4864. (First Floor) [113]

INTIMATION

THE SPIRIT OF MELODY.

Melody may cheer or console and inspire or soothe. It can open the gates of either kindly memory or happy hope. The melody of music may do these things as surely as they are achieved by that melody of purity and maturity known to the world.

DEWAR'S.

DEWAR'S

"White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD. [50]

MARRIAGES.

BRAND-KNIGHT.—On September 16th, at All Saints Church, Thurleston, Devon, GERALD JOHN BRAND, of London, and B.N. KNIGHT, daughter of the late Captain WILL KNIGHT.

YOUNG-HUMPHARD.—At Shanghai, on October 3rd, MARION, second daughter of JOHN HUMPHARD and the late Mrs. DAVIS, of New Haven, Conn., U.S.A., to ROBERT CLIFFORD, third son of Mr. and Mrs. ANTHONY ROBERT YOUNG, of Bristol, England.

DEATH.

WILCOX.—On September 22nd, at his residence, Sharrow, Sutton, Surrey, ROBERT CHATFIELD WILCOX, late of Hongkong, in 61st year.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 21st, 1925.

TRAFALGAR DAY.

ONE hundred and twenty years ago to-day NELSON destroyed the last challenge to England's supremacy at sea during the Napoleonic War. Thenceforward, the ultimate issue of that great struggle was never really in doubt. Lord FISHER's celebrated *Dreadnought* (now scrapped) in accordance with the resolutions adopted at the Washington Conference) turned the warship from a miscellaneous assembly of guns of every calibre into a platform for a few really big guns. The launch of the *Nelson* (which carries nine 16-inch guns in turrets of three, all placed forward) turns the warship into a platform for big guns and aeroplanes. If NELSON could view this modern weapon of destruction, he would certainly confess that only the spirit of the Navy which manned it had not changed since his day.

Trafalgar Day is one of the few occasions when the ordinary Englishman permits himself the luxury of self-congratulation. He remembers that since the time of Queen ELIZABETH (and possibly for a long time before that) it

"Britannia" has undoubtedly "ruled the waves," and has destroyed every threat to her naval supremacy, whether from a single power, or from a large coalition. Nevertheless, it is fitting for him to recollect also on this occasion that since 1922 Great Britain has voluntarily, and finally, abandoned a policy which was acknowledged to be an axiom of British statesmanship until 1914—that she should, as far as possible, maintain a fleet which was equal in strength to the combined fleets of any two possible opponents. The justification of this, it was alleged, resided in the peculiarities of Great Britain's situation. A small island kingdom, yet the core of an Empire occupying one-quarter of the earth's surface, it was obviously impossible for her people to live in security unless the two-power standard were rigidly maintained. Yet to-day, when our Imperial responsibilities are greater than ever, we have agreed to the 5:5:3 ratio. What is the reason for this complete change? Three chief reasons are usually put forward for the abandonment of the two-power standard. The first, which is advanced by an important school of strategists, maintains that in future, the decisive test of England's security in her insular position, will rest with her supremacy in the air, and not upon the seas. If their argument was fully admitted, it would almost seem that Great Britain ought to substitute a two-power air programme for her former naval policy; yet her aerial forces at the present time do not nearly approach these dimensions. Moreover, against the argument, it may be pointed out that the extension of warfare to the sea (whenever that occurred) did not cause nations to abandon the maintenance of armies; and similarly there is no reason to suppose that the development of air craft will make the navy a less important unit in a nation's defence. Recent tendencies in warship building clearly prove that the capital ship still remains the most important unit of the defence of Great Britain, but the capital ship is evolving into a new form, capable of offence and defence in the air, on the sea, and under water. In other words, the aeroplane has merely provided the battleship with a new weapon.

The second reason for Great Britain's changed policy is the financial one. A war-impoised country can no longer afford to go on building warships indefinitely against hypothetical combinations of enemies. Even before the war, there were indications that the limit was being approached, and that Great Britain was seeking to secure herself by a policy of alliances against threats of invasion. Thus, by 1914, she had practically withdrawn from the Mediterranean, allowing her interests there to be safeguarded for the most part by France, whilst the main British Fleet was concentrated in the Atlantic, and the North Sea. At the present time, it would be impossible for her to attempt to maintain a fleet equal in size to the combined strengths of her two nearest rivals, the United States and Japan.

The third reason why Great Britain consented so readily to the 5:5:3 ratio lies in the existence of the League of Nations, which now provides some sort of guarantee that a power bent on unjustifiable aggrandisement will be resisted by the whole community of civilised states. The recent conference at Locarno greatly improves the value of that guarantee. And even more important, perhaps, than material guarantees is the development since the war of an international public opinion. The fact that such international opinion is becoming more plainly defined and guided by the League of Nations every year does not mean that the need for armaments will magically disappear. OLIVER CROMWELL's cautious maxim—"Trust in God and keep your powder dry"—is not yet out of date. Yet definite progress has been made when it is possible to point out (as can be done at the present time) that the nation which fires its powder wrongfully, with aggressive intent, will find most of the other civilised states ranged in a solid phalanx against it.

About eight o'clock last evening a fire broke out in the fodder store at the Hongkong Jockey Club Stables. The Wanchai and Central Fire Engines were summoned and were on the scene within a few minutes, but by the time they reached there the outbreak had been got under control by Mr. E. Rock and the staff at the stables. Apparently the fire started underneath a pile of straw, by what means is not known. The Brigade remained in attendance for just over an hour.

Works is in hand with the object of linking up Shanghai and Tientsin by telephone. Important as such a scheme is, it does not by any means convey a full idea of the ambitious nature of the enterprise, for not only will there be telephonic communication carried by wire, but also wireless telephony between the most distant and subsidiary points, and furthermore wireless on the express trains between Tientsin and Shanghai. It is understood that a sum of \$2,000,000 is being devoted to the project, and that it will be in operation in less than a year's time.

Sir Francis Aglen was booked to leave England by the *Empress of Canada* on October 3rd on his way back to China.

The Rajah of Sarawak, accompanied by the Rancee, is a passenger on the P. & O. *Kashmir*, which left London on October 10th.

It is learned that the successor to the Hon. Sir Claud Severn, K.B.E., C.M.G., LL.D., as Chairman of the Victoria Recreation Club will probably be the Hon. Mr. P. H. Holyoak.

Mr. H. E. Morris, of Shanghai, and owner of "Manna," this year's Derby winner, was booked to leave for Canada on the Canadian Pacific liner *Empress of Scotland*, on September 19th.

Sir Matthew Nathan, the retiring Governor of Queensland, has left Brisbane en route to England via the Far East. Sir Matthew Nathan was Governor of Hongkong about fifteen years ago.

The half-yearly general meeting of members of the Hongkong Jockey Club is advertised to take place on Tuesday, November 3rd, at 3.30 p.m., in the Jockey Club Room, Hongkong Club Annex.

On September 17th M. Painlevé, the French Prime Minister, received General Hu Shu Tang, the head of the Chinese Mission that has for some time past been investigating political, economic, and military conditions in Europe.

Draft programmes and entry forms for the seventh extra race meeting of the Hongkong Jockey Club, to be held on Saturday, November 7th, may be obtained at the Race Course, Hongkong Jockey Club, and Causeway Bay Stables. Entries close at noon on Saturday.

To-day is "Trafalgar Day," but owing to the conditions prevailing locally, the Hongkong Branch of the Navy League decided not to organise the usual sale of flags. For the same reason no concert is being held. Wreaths will be placed on the Cenotaph at noon and on the Wanchai Memorial.

Local bookings for the Blue Fannel s.s. *Lector* which leaves Hongkong, bound for Home at noon to-day, include Mr. and Mrs. F. H. Maas and family from Fochow, and Mr. and Mrs. J. Hebling from the same port. Mr. Maas is Acting Deputy Commissioner, Chinese Maritime Customs, and Mr. Hebling is agent for Messrs. Jardine, Matheson & Co.

Sir Laurence Guillemard, K.C.B., Governor of the Straits Settlements, accompanied by Lady Guillemard and his private secretary, Mr. D. Hall, are passengers on the P. & O. steamer *Mores*, which left London on October 9th. Sir Robert and Lady Ho Tung gave a luncheon at Claridge's Hotel, on September 23rd at honour of Sir Laurence and Lady Guillemard.

The following are shortly expected to reach the Colony on the s.s. *Kalyan*—Mr. and Mrs. P. S. Cassidy and two children, Mrs. L. Chenavix-Trench, Mr. and Mrs. A. H. Crook and child, Mr. Cecil Clementi, C.M.G., Mrs. Clementi and four children, Mr. and Mrs. Douglas and two children, Mr. E. Des Vaux, Mr. A. W. Bartley, Mr. R. E. Lindell, Mr. A. J. Lewis, Mr. W. A. Nover, Miss M. M. Pirie, and Miss M. Williams.

Mr. Charles William Darbishire, of London House, Crutched Friars, E.C., merchant, managing director of Messrs. Paterson, Simons & Co., Ltd., M.P. for the Westbury Division of Wilts, 1922-24, a former chairman of the Singapore Chamber of Commerce, a former President of the Association of British Malaya and a former member of the Legislative Council of the Straits Settlements, who died at Singapore on June 5th, aged 59, left estate of the gross value of \$64,920, with net personally £38,696.

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LEGISLATIVE COUNCIL.

At to-morrow's meeting of the Legislative Council, the Hon. Mr. P. H. Holyoak will put the following questions:—
1.—Will the Government state what steps have been taken since the Po Hing Pong disaster to provide for the regular inspection of old retaining walls?
2.—Will the Government indicate the expenditure, if any, necessary or contemplated in respect of retaining walls on the Crown Land?
The Hon. Colonial Secretary will move the second reading of the Budget estimates for 1926.

CABLES

LATEST CABLES
[THROUGH HAVAS AGENCY.]

SECURITY PACT.

ENTENTE CORDIALE AGAIN IS BASIS OF EQUILIBRIUM.

PARIS, October 20th.

M. Briand declared that the achievements at Locarno would give general relief to the world.

The papers consider that the *entente cordiale* has been reinforced and becomes again the basis of European equilibrium.

[THROUGH REUTER'S AGENCY.]

VIEWS OF KRASSIN.

MOSCOW, October 20th.

M. Krassin who has arrived at Kharkoff to participate in the session of the All Ukrainian Central Executive Committee, in an interview with regard to the results of the Locarno Conference, declared that the Security Pact was a means of drawing Germany into the sphere of anti-Soviet policy and preventing her rapprochement with Soviet Russia.

FRENCH PRESS COMMENTS.

PARIS, October 20th.

In commenting on the Locarno Conference, *Le Petit Parisien* states that the most exciting of critics must be satisfied.

L'Echo de Paris considers the complexity of contradictions and agreements are disquieting and the possibility of Anglo-French defensive accord no longer exists.

Le Journal *Gaulois* announces that the *entente cordiale* returns again the pivot of European equilibrium.

GERMAN PRESS VIEWS.

BERLIN, October 20th.

The *Tagesblatt* *Hamburg* thinks that German conception has triumphed and that a completely peaceful revision of the Treaty of Versailles is not altogether out of the question.

Germania says that Locarno has proved that Germany is again regarded as a world power.

The *Berliner Tageblatt* avers that the Western Pact is the Magna Charta of the future life of European nations. Never before has Great Britain so bound herself.

The *Frankfurter* says that the idea of lasting peace has been realised.

The *Deutsches Politische Correspondenz*, which is the official mouthpiece, emphasises the importance of Article XX of the Arbitration Treaty, which it considers makes almost all provisions of the Versailles Treaty subject to arbitration.

Even the Nationalist journals acknowledge that much has been achieved at Locarno, though they condemn various details of the Treaty.

EARLIER CABLES.

OFFICIAL TEXT ISSUED.

LONDON, October 19th.

The text has been issued at Locarno of the Protocol of the Mutual Guarantee Treaty, also the arbitration conventions and agreements which latter were respectively identical as to terms *mutatis mutandis*.

The delegates declare their firm conviction that the operation of all the instruments will contribute greatly to bring about a moral relaxation of the tension between nations, and help powerfully towards the solution of many political and economic problems, in accordance with national interests and sentiments, and hasten the disarmament provided for in Article VIII of the League of Nations, in which they undertake sincerely to co-operate and seek realisation in general agreement.

CENTRAL FEATURE.

The central feature of the work of the Locarno Conference is the security pact, guaranteeing the inviolability of the Germano-Belgian and Germano-French frontiers.

The parties definitely pledge themselves not to begin war against each other, and only where a unanimous decision of the League Council Assembly calls for such action, can either party initiate bellicose measures. An article of the Treaty which particularly affects Great Britain, contains guarantees that she, as a contracting party, will support Germany if France or Belgium attack her, or vice versa.

One Article of the Treaty makes it clear that it does not in the slightest degree undermine the authority of the League, but is intended to strengthen it.

The treaty will be regarded as having outlined its purpose when the League has grown in strength and can provide the guarantee of security contemplated in the Locarno Treaty.

SUBORDINATE TREATIES.

The Treaty's main points otherwise are as cabled on October 17th, except in regard to Article XVI of the Covenant, in which connection it is stated that a draft collective note will be presented to Germany, propounding as the interpretation thereof that the obligations mean that each League member is bound to co-operate to support the Covenant, and resist any act of aggression to an extent compatible with the military situation and geographical position.

Subordinate arbitration treaties to which Poland and Czechoslovakia are parties provide that if Germany fails to observe the provisions of the arbitration treaty and couples such failure with a resort to war, the parties will reciprocally help each other.

(Continued on next column).

LATEST CABLES.

SEAMEN'S STRIKE.

CONFERENCE AT SYDNEY IS TOTAL FAILURE.

SYDNEY, October 20th.

The compulsory conference, called to settle the seamen's strike, has failed. The men adhere to their decision not to participate in the proceedings as long as any strikers remain in gaol.

EARLIER CABLES.

ENDED IN BRITISH PORTS.

LONDON, October 19th.

The seamen's strike in British ports is now definitely ended. An unofficial strike committee in London decided to call it off. Mr. Shawell, of the Marine Workers' Union, said that as far as his Union was concerned, the strike ended over a week ago.

LATEST CABLES.

GERMAN SHIPYARDS.

DEPRESSION CAUSES ANXIETY IN TRADE CIRCLES.

LONDON, October 20th.

Newspapers from Berlin state that the contract awarded to the Deutschewerft firm to build 5 motor-ships for a British shipping firm, which caused a sensation in British shipyards early in this year, has had a sequel in the announcement that the Deutschewerft firm are faced with a serious loss in the fulfilment of the order.

The Trade Press is exercised at the depression in most German shipyards and declares that the Blohm Voss yards, at Hamburg, are still closed and unable to complete four vessels, the contracts for which were accepted at an uneconomical figure. The Vulkan Yards at Bremen are approaching idleness. The Danzigwerft have paid off 2,000 workers and closed down.

The *Berliner Zeitung* states that the crisis is so serious that no State help will improve matters.

AUTO-GIRO AEROPLANE.

WONDERFUL INVENTION TESTED AT FARNBOROUGH.

LONDON, October 19th.

Aeronautical experts, including Sir Samuel Hoare, witnessed at Farnborough, the trial flights of the new Auto-Giro aeroplane, the invention of Senor de la Cierva, in which a four-bladed wind-wheel, fitted above an ordinary Avro fuselage, is driven by the movement of the air and replaces the usual wings.

The famous pilot, Mr. Courtney, astonished the spectators by slow and fast flights, landing, for example, from a height of 12 feet in the gentlest fashion.

The inventor claimed that the machine is practically able to hover, and is most useful for military observation. It could land on the deck of a ship or on platforms above the houses of a city.

Mr. Courtney dwelt on the stability of the machine and said that it could fly backwards if fitted with reverse gear.

BOXING AT HOME.

JOHNNY BROWN RETAINS THE BANTAM TITLE.

LONDON, October 19th.

At the National Sporting Club, in a contest over 20 rounds for the British Bantamweight Championship, Johnny Brown (Aldgate), the holder, knocked out Mick Hill (Footscray) in the twelfth round.

THE FIGHT DESCRIBED.

Brown started at a tremendous pace, scoring well with both hands, but in the fourth round Hill landed a heavy blow to the stomach and good appetites.

In the fifth Hill shook Brown with rights to the jaw and more uppercuts. The following rounds were fairly even and there was not much to choose between the men at half distance.

In the eleventh round Brown sent in smashing left and right hooks, but Hill caught him with a left to the jaw, knocking him down. Brown was up immediately, and both fought hard to the end of the round.

In the twelfth Brown floored Hill with a left to the jaw. On rising Hill was dazed and Brown floored him again, and he was counted out.

PEACE BEATS WAR.

PARIS, October 19th.

Mr. Austen Chamberlain, in an interview granted to British, French and American journalists, said that he was convinced that the Locarno Agreements were a decisive point in history for peace in Europe and the world. He recalled the fact that the initiative emanated from Germany "an act of high courage and great wisdom."

He paid especial tribute to Herr Stresemann and Luther, and declared that when he came to the Foreign Office the ruling spirit in Europe was the war spirit. He believed that it had lasted a few years longer it would have been too late for remedy and have eventually led to catastrophe and possibly a more disastrous world than during the Great War.

At Locarno, however, the Allies and Germany found an accommodation based upon the Anglo-French entente, on which reconciliation with Germany was possible. The Locarno Agreements were reached because the conferees met on a footing of equality, each with a full sense of his responsibility and desiring peace with all his might. There had been no victory over any country. The only victory was the victory of peace over war.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

BELGIUM RAISES CREDIT.

NEW YORK BANKS GRANT TEMPORARY FACILITIES.

NEW YORK, October 20th.

A representative of the National Bank of Belgium has secured temporary credits in New York, which later will be replaceable by a loan, estimated at between \$100,000,000 and \$150,000,000.

Belgium simultaneously is negotiating credits with several other countries, including Britain.

STEAMER REFLOATED.

VANCOUVER, B.C., October 20th.

The steamer *Rugby* has been floated and has arrived at Esquimaux.

EARLIER CABLES.

S.S. "LEVIATHAN."

PASSENGERS' RUM EXPERIENCE.

NEW YORK, October 19th.

The passengers on the s.s. *Leviathan* from Southampton had an exciting adventure approaching New York, owing to a rum-runner dashing under the liner's stern for shelter amid a hail of bullets from a Government cutter which was hotly pursuing her.

The rum-runner made for the open sea when the cutter hove in sight, being still pursued.

S.S. "COMANCHE."

JACKSONVILLE, October 19th.

The steamer *Comanche* has been towed in, still afloat.

CHINESE NEWS ITEMS FROM EUROPE.

THE TRADE IN EGGS.

Advices received in London from China suggest that as a result of the new regulations concerning preservatives in food, there will be a reduction in the number of eggs exported to Great Britain and a consequent rise in prices.

Something approaching consternation has arisen in business houses in China concerned with the packing for export of the equivalent of nearly 1,000,000,000 eggs. Much Chinese capital is invested, and the loss of this, if the Ministry of Health's regulations are to stand, will, it is said, add to an already serious political situation.

A police raid of an opium den in the Rue de Sevres, Paris, on September 17th, resulted in the discovery that the premises which form part of a residential hotel and were tenanted by a Chinese named Nan Sa Chang, were richly furnished in the most modern Chinese style, and have been so largely frequented by opium smokers—mostly returned French Colonials—that at times, visitors have been unable to secure admission for want of space.

The Bolshevik campaign to incite the Chinese is yielding its results in Russia itself. In September, according to reports from Moscow, the Che-ka discovered a plot to assassinate the Japanese Minister, M. Tanaka. The conspirators are all members of a secret Chinese Nationalist organisation, and among those arrested are several Chinese students.

An anonymous gift of £200 has been received by the treasurer of the Extension Appeal Fund of the Elizabeth Garrett Anderson Hospital from China.

A cheque for two guineas has been received from Shanghai by the Mayor of Westminster in aid of the general fund for taking children to Wembley.

DAVY STEPHENS DEAD.

MAN WHO SOLD PAPERS TO KING EDWARD.

SAW FIFTY DERBYS.

Mr. Davy Stephens, the newsmen who for over fifty years was a well-known figure to passengers crossing the Irish Channel, has died at Kingstown, Ireland. Born 70 years ago, Davy Stephens had carried on brisk business at Kingstown Pier since he was a boy.

He sold newspapers to King Edward when he was Prince of Wales, and was proud of his acquaintance with other members of the Royal Family.

King Edward never failed to send him a card at Christmas, and this custom was maintained by King George.

Davy Stephens conducted a news-agent's and stationer's business until a few months ago in Upper George-street, Kingstown.

HIS DERBY COSTUME.

It was his boast that for over fifty years he had never missed a Derby meeting. On his yearly visits to the Derby he wore a tall silk hat and frieze overcoat, and he had to his credit a long list of successful backings.

He believed that his total abstinence from alcohol and tobacco helped him to preserve the youthful appearance for which he was noted. He is survived by two daughters.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SITUATION IN NORTH.

WU PEI FU THROWS DOWN CHALLENGE TO PEKING.

RUMOURS ABOUT FENG.

SHANGHAI, October 20th.

It is reliably reported from Hankow that Marshal Wu Pei Fu will arrive at Hankow from Yochow to-day. It is expected that he will announce his command of the alliance of the Central Provinces.

The situation is developing most rapidly. Wu Pei Fu has definitely come out against Peking and Mukden as Commander-in-Chief of the Central Provinces' alliance, including Kiangsu, Chekiang, Anhui, Kiangsi, Hupeh and Fukien.

It is reported on good authority that Wu has offered the chairmanship of the alliance to the veteran statesman Tang Shao Yi. The alliance proposes to establish an independent administration at Hankow and to restore the so-called Constitutional Parliament which Tuan Chi Jui, the Chief Executive, disbanded.

FENG TIEN TSEN SURPRISED.

The Fengtien Commandant, Yang Yu Ting, yesterday crossed the Yangtze from Nanking with a number of Mukden troops, whereupon the 4th and 10th Kiangsu Divisions, which joined Chang Tso Lin when Chi Hsieh Yuan was defeated in 1921, revolted and attacked and disarmed the 8th Mukden Division and sent the disarmed men across the river.

The Fengtien forces were taken by surprise and offered feeble resistance. Their casualties were few. There was no looting and order was quickly restored. No damage was sustained by foreign interests, the Fengtien troops retreating to the North.

CHRISTIAN FENG IN IT?

According to Chinese reports, some sort of co-operation has been arranged between Wu Pei Fu and Feng Yu Hsiang, and the latter's adherent, the Honan, Tuan is sending troops to Hsueh with the object of cutting off the Fengtien troops. Hitherto, Hunan, which was known to be sympathetic to Wu Pei Fu, has not joined the alliance.

Several Chinese warships are sailing for the Yangtze, and are believed to support the alliance.

NEWS FROM PEKING.

PEKING, October 20th.

According to officials of the Ministry of Communications, General Yang Yu Ting is expected at Tsinan to-day en route to Tientsin.

General Chang Chien has also advised the Government that he has started northward.

Chinese telegrams from Nanking indicate that General Chien Tiao Yuan, who fought under General Chi Hsieh Yuan last Spring and commands the Kiangsu, is assuming charge of Nanking. It is suggested that his attitude will be one of at least benevolent neutrality towards the Chekiangites.

There is a further crop of rumours to-day, regarding Wu Pei Fu, one stating that he has actually left Yochow in response to representations from high Hupeh militarists.

Much interest still centres on the attitude of General Yuch Wai Chao. A report this morning predicts that he will make a drive westward from Weich towards Hsuehchow.

SHANGHAI UNIONS.

SHANGHAI, October 20th.

The hopes of the student leaders and labour agitators that the departure of the Fengtien troops would give them an opportunity to re-open the Unions has been dashed by the evident intention of the Chekiang authorities not to allow the Unions to be removed from the closed Unions headquarters.

PEKING APPOINTMENTS.

PEKING, October 20th.

The Cabinet has decided to appoint General Li Chi to succeed Mr. Hsueh Yuan Pi as mayor of Peking. General Li Chi is Marshal Feng Yu Hsiang's Chief of Staff.

The Cabinet has also appointed Chang Ku, who is adviser to General Wai Chun, as director of the Lunghai Railway.

THE CHINESE REDS.

CANTON OFFICIALS ON VISIT TO MOSCOW.

MOSCOW, October 20th.

The Foreign Minister, a number of officials of the Canton Red Government and two students of the Canton Military School have arrived here to study the economic and political situation under the Soviet Union.

THE SHANGHAI ENQUIRY.

JAPANESE TELLS COURT OF TROUBLES AT MILLS.

MR. COVEY'S EVIDENCE.

SHANGHAI, October 20th.

When the Commission of Enquiry, into the incidents of May 30th, resumed this morning, a British medical man, Dr. Burton, and his wife related the spectacle of one Chinese fanatically beating himself into fury to incite others in Nanking Road on May 30th.

Dr. Burton said that some of the crowd shouted at him and spat at his ear.

Another British subject gave similar evidence.

Mr. Nagaiwa, Takanishi, Manager of some Japanese Mills, told the Court of the disturbances at the mills prior to the incident of May 30th.

A British solicitor, Mr. Covey, said that Nanking Road up to the time of the shooting was in comparatively a normal state. He said that he had attributed the reason for the shooting, which he had not witnessed, to the presence of armed robbers, as he saw no other reason why any firing should have taken place.

Witness, when cross-examined, admitted that he held a retaining fee from a certain Chinese, Union, and also had acted in a legal capacity for the Acting President of the so-called Bolshevik Shanghai University.

LATE REV. R. K. EVANS.

CHINESE MISSIONARY'S TRAGIC DEATH.

The London correspondent of the N.C. Daily News, writing to his paper on September 8th, said:—

The tragic death of the Rev. R. K. Evans, the Chinese missionary, by drowning near Burmouthe, is a reminder that at St. Etienne in France there is a spot "For Ever-China."

Mr. Evans, since the time when he went out from Mansfield College, Oxford, to China for the London Missionary Society, identified himself in the greatest possible fashion with every phase of Chinese life. Although his lot had been mainly cast among the students in Peking, it seemed quite natural that he should accompany the Chinese coolies who came to France during the war, and it was with regard to the work of one or two like himself that Colonel Fairfax, Advisor for Chinese Labour, had in mind, when he said that without such help the Corps would have gone to pieces.

Mr. Evans was determined that the memory of those Chinese who never returned to their native land should be commemorated, and it was due almost entirely to his efforts that not only was there a memorial to them at St. Etienne, but that its design is characteristically Chinese.

Mr. Evans' wife, by the way, was born at Peking when her father, the late Dr. Hopkyn Rees, Professor of Chinese, London University, was a missionary there. Before her marriage she for three years acted as governess both to the children of Yuan Shi Kai, first President of the Chinese Republic, and also of Tang Shao Yi, the first Prime Minister of the Republic.

LATE MR. J. H. BATHO.

UNCONSCIOUS FOR A MONTH FOLLOWING A STROKE.

J. H. Batho, the well-known trainer, who was seized with a stroke about a month before, and did not recover consciousness, died at his residence, Wargrave, Alfrington, Sussex, on September 11th.

In 1899 Batho's position as a trainer was well established by winning the Bathany Plate with Le Blizon, London Cup at "A. P." with Hawthinch, and the Crawford Plate and Goodwood Stewards' Cup with Northern Farmer.

In 1900 Le Blizon again won the Bathany, and he also beat Mr. J. B. Joel's great horse, Sundridge, in a remarkable match at Hurst Park.

Other good horses trained by Batho included Wargrave, Long Set, King Sol, and Jarvie.

Wargrave, amongst other important races, achieved a big coup in the Cesarewitch, while Long Set won the Lincolnshire Handicap and Cambridgehire, and King Sol the Stewards' Cup in 1918.

It was in connection with the subsequent running of King Sol that Batho had his licence withdrawn for a time.

Jarvie was his best horse of recent years, but ran well in big handicaps without being able to win once.

The current year has seen Shanghai instituted as a centre for the Matriculation Examination of the University of London. Accordingly, the Public School entered three candidates for the June examination, and it is learned from a private cablegram just received from London that all three have passed. Their names are—C. G. Boieson, L. H. Jacob, and R. M. Nohrton. Two other successful candidates, F. R. L. Gundry and W. H. Kemp, are old boys of the School. Gundry having left as recently as January last.

CHINA'S WIRELESS CONTRACTS.

A SEEMINGLY HOPELESS MUDDLE.

Commenting upon China's wireless contracts, and the resulting international "scrap" in which China has Japan and America in the ring with Britain and France protesting from the ropes, the *China Express and Telegraph* says:

"The more one examines the muddle the more hopeless it becomes, with China, although she may not think so, the chief loser in the long run unless some arrangement can be reached by which all the nationals interested may participate. China has landed into the mess in a typically Chinese way by contracting with various parties for the same thing, and this without any regard to the rights already secured by others. As the result of pressure China has been trying to compromise her engagements with Japan and the United States by proposing the cancellation of both agreements and substituting a scheme for joint operation under Chinese control. This is agreeable to neither side, and now comes the Peking correspondent of *The Times* with the statement that Japan had saddled Peking with an installation which is already out of date, while the American contract not only calls for a mechanical equipment which is also antiquated as well as extraordinarily costly to run. The system in vogue put up by the Mitsui Company of Japan and that contracted for with the American Federal Wireless Company have been superseded by the invention of the beam system which promises to revolutionise wireless by simplification of method and enormous reduction of cost. It certainly looks as if China has been very foolish, and the unravelling of the tangle increases her difficulties at a time when she has little need of the extra burden.

CONSORTIUM PROPOSAL.

In no quarter does there seem to be any confidence that an agreement can be reached on the conflicting claims arising out of the wireless contracts before the holding of the conference on tariff questions. The chief theatre of action is naturally Peking, but the reports which are being awaited from that quarter are not expected, according to the Washington correspondent's dispatch to *The Times*, last month to indicate a disposition on either the American or the Japanese side to make concessions.

The extreme reserve with which the question is officially treated is the measure of the delicacy of the situation, but, as matters now stand, there appear to be two principal schemes projected. There is the proposal of the Chinese Government that it should co-operate with the American and Japanese interests in the creation of a wireless system, which is now understood to have contained the important provision that the contracts both of the Mitsui Company and of the American Federal Wireless Company should be cancelled, as the condition precedent to some new arrangement. As the Japanese Press has voiced such strong opposition, this suggestion of "a new deal" is clearly unpalatable to Japan, but, for the matter of that, it would be surprising, indeed if it met with the approval of the American Government either. The fact that it was made, however, indicates that if the Japanese are correct in believing that this Chinese *démarche* had American inspiration, it nevertheless ran beyond anything the American Minister at Peking would be likely to have advised. If its adoption were the only available solution, we should be uncommonly near a deadlock.

There remains the possibility of a wireless consortium, in which China would work together with British as well as American and Japanese interests, and in which France would also be concerned by reason of her wireless development on the border of Indo-China. Last June the Japanese Government came forward with a proposal of this kind, which aroused objections because of the large part which it reserved for Japan and the value which it attached to the Mitsui station at Peking, of whose efficiency for trans-oceanic work Americans are extremely doubtful.

Now, however, the idea of a consortium has been taken up by the British Government, and, at least in its essentials, it seems to offer a way out of what otherwise might become a source of great international embarrassment. It may confidently be assumed that in the form which London has given it, it represents a departure from the original Japanese plan, and that a great deal of discussion would be necessary before it could be generally accepted. If agreement and the underlying idea could be reached in the next few weeks, however, the Powers could gather about the conference table in Peking on October 28th with far greater possibility of taking action than is otherwise likely to be the case.

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"THE FLOWER OF FAITH." SECOND OF THE C.F.'S SERIES OF THREE SERMONS.

[Below we give the second of a series of three sermons under the style of "A Summary of Christian Faith," which the Rev. R. J. Northcott, the local Chaplain to the Forces, is preaching at St. John's Cathedral. The first, "The Roots of Faith," appeared in our columns last week.]

ERM. 210.—To know the Love of Christ that passeth knowledge.

The flower of the Christian Faith is, of course, Our Lord Jesus Christ, and the best record of His life is in the four Gospels. Mr. H. G. Wells in an article he contributed to *John's London's Weekly* said, "If I were asked to name any specific books that everyone should read I doubt if I should name any except the Gospels and Plato's Republic. I name the Gospels because I do not think they are read enough as books, or at least—how shall I put it—familiarily and tearlessly enough. Many people still regard them as mere books or oracles. They get them mixed up with a lot of theology. They miss the reality that in these Gospels someone is telling them something very plain and great about the Kingdom of Heaven and the Fatherhood of God." There is a great deal in what Mr. Wells says. It is difficult for us to read the Gospels with a fresh mind, as if we had never read them before. We naturally associate what we read about Jesus with what we have been taught about Him from our childhood. We forget that when Jesus came to a man and asked him to come and follow Him Jesus did not mean to that man what Jesus means to us. To the first disciples Jesus was in no sense God. The kind of men he called would never have listened to such a claim. To them Jesus was a good man who was out to do good, and He asked them to come along as His friends and help Him. And the disciples were themselves good and brave enough to give up their ordinary occupations to go with Him on His mission to preach the good news of the Kingdom of Heaven and the fatherhood of God. It was only the remarkable success of the mission, and the power of the personality of Jesus, that made them think that Jesus was the Messiah. Even then they thought they did not mean what we mean by Christ. They thought of Him as the Promised One who was going to redeem the shattered fortunes of their country. But when the popularity of Jesus waned, and people became a little nervous of being reckoned among His followers, Jesus turned to His disciples and said, "And will ye also go away?" And Peter answered, "Lord to whom shall we go thou hast the words of Eternal Life." In their three years' companionship with Jesus the disciples had learnt to depend on Him for everything—even for the next day's food. In sickness or danger, in all the many trials that came upon them during their pilgrimage they were not only turned to Jesus, but always found that Jesus was sufficient for their needs. Moreover His own teaching about God and God's love had lifted them up into a world of new thought, so that they spoke of His words as the words of Eternal Life. They had not consciously begun to think of Jesus as God, but gradually and unconsciously Jesus was taking the place of God in their lives. To use a modern phrase He began to have for them the values of God. Even after the Resurrection and after Pentecost, when the faith that had been bewildered and broken by the Crucifixion, was restored with such wonderful enthusiasm, so that people thought that they were drunk with new wine, they were so full of joy and wonder in Him, when they ran around preaching Him everywhere, they did not speak of Him as God, they spoke of Him as "Jesus of Nazareth a Man approved of God" or "Jesus of Nazareth who went about doing good and healing all that were oppressed with the devil, for God was with Him." It was not until St. Paul came along that the disciples were able to see clearly for themselves how Jesus Christ could be both God and man. St. Paul was the first Christian with the necessary mental equipment to present the experiences of the disciples with Jesus as a "consistent theology." Comparatively recently in this pulpit I went into this subject, and I do not want to return to it to-day.

STUMBLING BLOCK TO FAITH.
What I want to do this morning, in view of what we have said about the way the disciples came to believe in Jesus, is to consider whether we look at the things Jesus taught us in the way Jesus meant us to. Not very long ago enthusiastic Christians would accept unreservedly with "Are you saved or?" "Do you believe in the Lord Jesus?" I cannot conceive of anything less like Our Lord's own method of approach. My whole idea of God would be confused if I thought that the first question He put was about what we believed, or what we thought of the condition of our own soul. It seems to me that the whole Bible, especially the New Testament, says on every page of it that what God wants to know is whether people are genuine, whether people are doing their best, are they really out for the good of the world? "Are your minds set upon righteousness, O ye congregation; and do ye judge the thing that is right—are you square?—O ye sons of men?" It is sheer waste of time to talk about what God means, or what Jesus means, unless we are agreed upon this point: that God stands first of all for what is good, and to follow God means to try to be good, and to do good. In more cases than we realise the real stumbling block to faith is that men are deliberately denying in their own lives that goodness for which religion stands.

When once a man is clear on this point, when once he realises that God is out for good, and wants men of goodwill to follow Him, he need not bother his head very much because he cannot look upon Jesus as God. Let him look upon Him as man. Let him ask himself if he has ever come across a character comparable

to Jesus as he is presented in the Gospels who looked at the world as Jesus did, who looked at his fellow men as Jesus did. Have you ever noticed how Jesus did look at his fellow men? How helpful and encouraging He was? How, to use our own terms, decent He was to people. How He gave hope to quite hopeless people like the thief on the cross. How He could be patient and even make use of a foolish, gossiping woman, like the woman of Samaria. How He gave courage and made a man of an insignificant, mean little fellow, like Zaccheus. And, in the literature of the world, is there anything more perfect than the way Jesus dealt with the woman taken in adultery. While the storm of righteous indignation from the men who had dragged her along, broke over the wretched woman's head, "Jesus stooped down and with his finger wrote on the ground." Has any age in history shown a more sensitive appreciation of the difficult questions involved in that story. If we try to read the Gospels as we suggested, with a fresh mind, as if we had never read them before, the beauty of the character of Jesus is at times almost overwhelming. Jesus had, as we should say, such a lovable disposition. Jesus really loved people. When He met the rich young ruler, the enthusiastic young man, whose spirit was willing and whose flesh was weak, "Jesus beholding Him loved him." It was not that He was blind to a man's weaknesses, "he knew what was in man" but whatever He knew about them He loved them just the same. When He saw what we should call a great, ignorant crowd, following Him, "when Jesus beheld the multitude he was moved with compassion"—saw the pathos of a crowd. Even Jerusalem, that killed the prophets, and hated Jesus, and all that He stood for, "How often would I have gathered thy children together," said Jesus, "as a hen gathereth her chickens under her wing, and ye would not." Certainly, if God is love, the light of the glory of God must have shone forth in the face of Jesus Christ.

THE EARLY CHURCH.

I know it is easy to let one's sentiments run away with one's sense, when talking about the love of God, but we are all inclined to forget, first of all how typical it was of the character of Jesus, and secondly what an important place it took in the religion of the early Church. St. Paul puts it before anything else. "Though I have all faith so that I can remove mountains," he says, "and though I bestow all my goods to feed the poor, and though I give my body to be burned," and have not this kind of Love, "I am nothing, it profiteth me nothing." St. John makes it a test whereby a man can find out for himself whether he really is a Christian. "Hereby," he says, "We know that we are of the truth, because we love the brethren." Some of you who have read Mr. A. S. M. Hutchinson's new novel, "One Increasing Purpose," will remember what Simon, the chief character, says when he talks about Christ: "Just as Christ was once on earth among men, so He ever since has been, and is to-day, resident among men, resident in every man—in you, in me, in all. He once when among men was visible to them. He is as visible to-day. Every smile, every kind action, seen or felt in those about us, those with whom we live, those whom we only pass, and see, is simply the Christ that is in them appearing in them." As soon as Simon realises this he says, "I went quickly along to where I should see people, and in the face of every single one I saw in greater or in less degree the touch, the presence of Christ, and I knew that it was what there is of Christ in me that thus was responding to the Christ in these my fellow creatures." All I can say is that Mr. Hutchinson's words are a commentary on the words of St. John. "If a man say, I love God, and hateth his brother, he is a liar; for he that loveth not his brother whom he hath seen, how can he love God whom he hath not seen?"

RECORD OF CHRISTIAN FAITH.
No doubt there are some present to-day who feel that what I have said about goodness, and about Christian love, is a very poor account of what the love of Christ has meant to them. Jesus has been to them what he was to the first disciples. It would be too cold an expression to say that Jesus has had for them the values of God. Jesus has been their companion, their guide, their friend. Through the experience of many years He has never failed them. His words and His presence have been the very breath of life. Like the first disciples too, whether they could define their theological opinion of Christ or not, they know with an assurance that nothing can shake, that "neither life nor death, nor things present nor things to come, can separate them from the Love of God which is in Christ Jesus Our Lord." Even ordinary people like ourselves, must feel how very much more, and on an altogether loftier plane, there is to say about Jesus. When we look into the amazing record of the Christian Faith. When we see how it started from what was historically nothing, and yet did in historical fact bring new life, and a new and nobler view of human nature, to the whole civilised world. When we consider that to-day it is the only religion that occupies the serious attention of what we call the educated world. When again missionaries, from all over the world (most of whom are as faithful and as true to type as the first disciples), tell us insistently that Christianity is making its way into the heart of every nation. Moreover it is coming as it always has come, as it were through the back door, through the manger and the stable shed, through villages and quite humble folk; as Jesus is choosing, as He always has chosen, "the weak things, and the things which are despised, yea, and the things which are not to bring to nought things that are."

I say when we turn these things over in our mind, thinking now on one side, and now on another, of the many sides of Christian faith and experience, we must wonder sometimes whether the Church was not only speaking in mysteries, but declaring a profound truth when she

(Continued at foot of next Column.)



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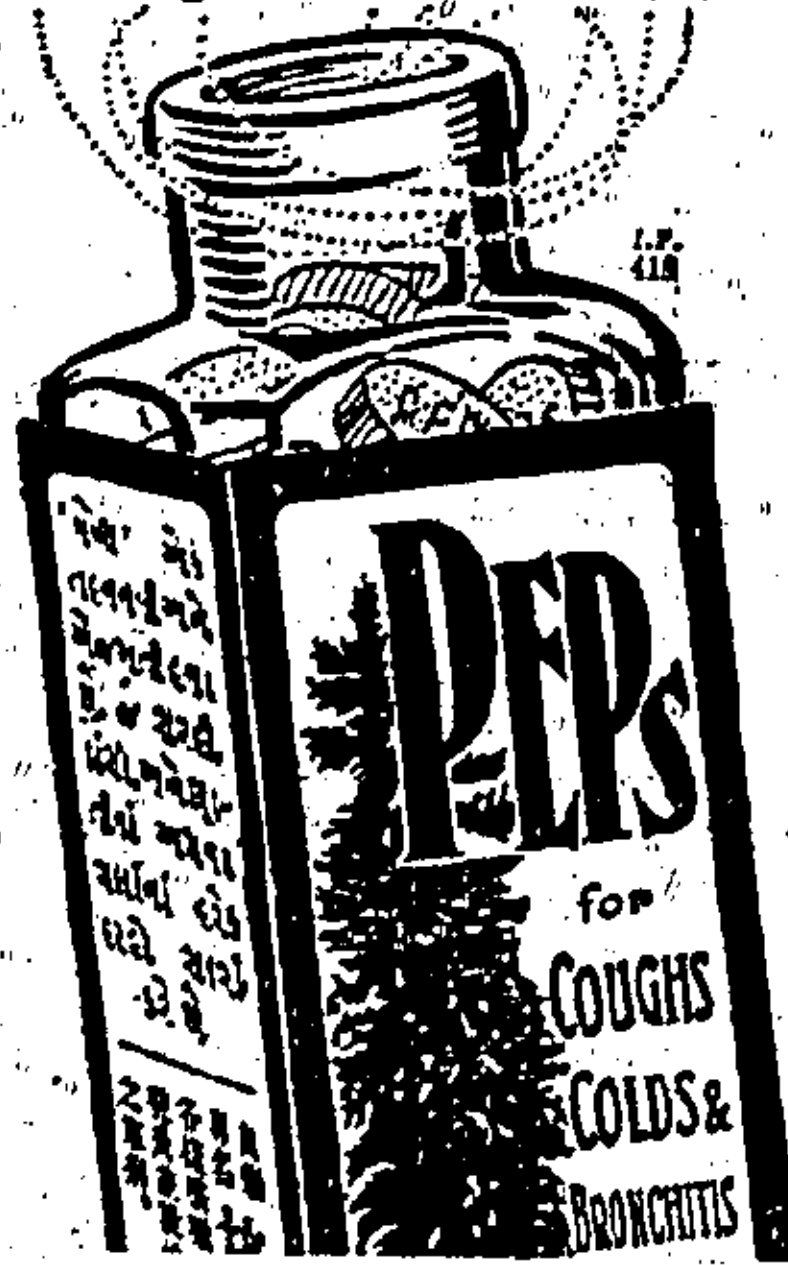
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of this; that into a question so intense,
where angels fear to tread, only very
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AUGUST 8th.
AUGUST 29th.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, October 20th.

| | Previous Day at 3 p.m. | On Date at 8 a.m. | On Date at 2 p.m. |
|--------------------------------------|------------------------|-------------------|-------------------|
| Barometer | 29.98 | 30.06 | 30.02 |
| Temperature | 81 | 70 | 75 |
| Humidity | 57 | 84 | 65 |
| Wind Direction | E | N | E |
| Force | 2 | 0 | 0 |
| Waves | 0 | 0 | 0 |
| Rain | 0.00 | 0.00 | 0.14 |
| Highest open-air Temperature on 19th | ... | ... | 81 |
| Lowest open-air Temperature on 20th | ... | ... | 70 |

HONGKONG AND LONDON.

BIG REUNION AT WEMBLEY.

On the invitation of Commissioner and Mrs. E. R. Halifax there was a large muster of ex-Hongkongites and Hongkong residents on leave, as well as many Exhibition Commissioners and officials and friends at the Hongkong Pavilion on Tuesday, September 22nd, to mark the termination of Hongkong's successful participation in the great Empire Exhibition at Wembley. The gathering took the form of an "at home," Mr. and Mrs. Halifax receiving their many guests under cover of that popular feature the Chinese Restaurant, where refreshments were served.

The response to the invitation was an almost unanimous one, there being close on five hundred acceptances, exclusive of the general list, and it seemed that only distance (several of those invited being in Scotland and elsewhere remote) prevented the gathering from being a complete reunion of all who have been associated with Hongkong and who are now in Great Britain. The turnout was very gratifying, the more especially as the weather was so inclement, to the Commissioner and those participating with him in the work at Wembley. As was the case last year, the Hongkong section, owing to the advent of the cold weather and the long journey before the returning Chinese, will be closed down earlier than the main part of the Exhibition, and the gathering on September 22nd gave all who attended a last opportunity of seeing the section in full operation. It was in every way an enjoyable and most successful function.

Among those who accepted invitations were:—

Mr. and Mrs. Abney, Mr. Wm. Adams, Mrs. F. R. J. Adams, Mrs. C. G. Alabaster, the Rev. and Mrs. Anderson, Miss Mary Anderson, Mrs. Athol Anderson, Dame Adelaide Anderson, Mr. and Mrs. A. Angier.

Ven. Archdeacon and Mrs. Barnett, Mrs. G. W. Burton, Mrs. Barlow, Mr. and Mrs. C. E. H. Bennis, Miss S. Beattie, Mrs. Besant, Mrs. Blackwell, Mrs. and Miss Lennox Bird, Mrs. R. E. O. Bird, Mr. and Mrs. F. B. L. Bowley, Mr. and Mrs. J. Bonnar, Mr. and Miss Beyer, Mr. and Mrs. Frank Browne, Dr. and Mrs. C. H. Brangwin, Col. and Mrs. Baker-Browne, Mrs. Butlin.

Mr. and Mrs. H. F. Carmichael, Capt. and Mrs. Carrington, Lt.-Col. A. Chapman, Mr. and Mrs. E. J. Chapman, Mr. and Mrs. Churchill, Mr. and Mrs. C. E. Chapp, Mr. and Mrs. Duncan Clark, Mrs. Douglas Craddock, Mr. and Mrs. A. E. Crappell, Mrs. Cravey, Miss Nancy Cubitt, Mrs. Clarke, Sir Edward and Lady Crowe, Mr. and Mrs. Chatham.

Mrs. and Miss Davidson, Mr. and Mrs. Edgar Davidson, Mr. and Mrs. Darby, Mr. and Mrs. H. L. Denys, Mr. and Mrs. Dockings, Mrs. Dowbiggin, Mrs. J. H. Donnithorne, Mr. and Mrs. Dunbar, Mrs. S. H. Dutton, Mr. and Mrs. S. M. Dodwell.

Mr. W. B. Elwes, Mrs. Turberville Evans, Admiral and Miss Eyre, Mr. and Mrs. R. H. Ferguson, Miss D. Filkins, Mr. and Mrs. Chas. Ford, Mrs. H. C. Franklin, Miss E. V. Forrest, Mrs. Gillies, Mr. and Mrs. J. W. Glynne, Miss Gorham, Mr. and Mrs. V. M. Grayburn, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. E. J. Grist, Mr. and Mrs. R. E. Greig, Mr. F. Graham, Rear-Admiral and Mrs. Gurner, Mrs. Goddard.

Mr. and Mrs. E. V. Hills, the Rev. C. Hickling, Mr. and Mrs. Holt, Lt.-Col. and Mrs. Hope, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. H. Hancock, Mrs. Scott Harston, Col. R. K. Harvey, Mr. and Mrs. John Hastings, Mrs. R. H. Hancock, Mr. and Mrs. V. A. C. Hawkins, Mr. George Hastings, the Rev. Hastings, Dr. and Mrs. Hartigan, Mr. B. C. Hale, Mrs. Henley, Mrs. E. G. Herridge, Capt. and Mrs. W. Higby.

Mr. and Miss Ingles, Mr. and Mrs. E. A. Irving, Lady Jackson, Mrs. F. C. Jenkin, Mr. and Mrs. H. D. C. Jones, Mr. and Mrs. Lee Jones.

Mr. and Mrs. J. H. Kemp, Miss M. C. Knight, Mr. and Mrs. P. L. Knight, Mr. and Mrs. C. J. Lafrentz, Rt. Rev. Bishop and Mrs. Lander, Mr. and Mrs. H. W. Looker, Mrs. A. R. Lowe, Lt.-Comdr. C. Stewart Lockhart, R.N., Lt.-Col. Lyons, Sir Henry and Lady Lambert, Mr. and Mrs. L. N. Leslie.

Lady May, Mr. D. Macdonald, Mrs. Mansfield, Mr. and Mrs. Manning, Mr. and Mrs. F. E. Mackay, Mr. W. Mansfield, Mr. and Mrs. W. R. McCallum, Mr. and Mrs. Robt. Mitchell, Mr. and Mrs. T. D. Moorhead, Mr. and Mrs. B. Crawford Morgan, Mr. and Mrs. G. C. Moxon, Dr. John Morrison, the Rev. and Mrs. H. Copley Moyle.

Mr. and Mrs. Newall, Mrs. Nisbet, Mr. W. Adams Oram, Mr. and Mrs. Ormiston, Capt. F. Creagh Osborne, C.B., R.N., Miss Joyce Creagh Osborne, Mr. and Mrs. Ough.

Miss E. Packham, Mr. and Mrs. R. Packham, Mr. and Mrs. W. Farlane, Mr. and Mrs. Padfield, Mr. and Mrs. T. Petrie, Miss Pize, Mr. and Mrs. G. Hutton Potts, Mrs. Eldon Potter, Mr. and Mrs. T. L. Perkins.

Mrs. Reid, Mr. and Mrs. A. Ritchie, Mr. and Mrs. W. E. Roberts, Mrs. Raworth and Miss Robinson, Mr. Eric Rice, Mr. and Mrs. A. J. W. Rosser, Mr. John Robertson, Mr. and Mrs. Raven, Sh Wm. and Lady Bees-Davies.

(Continued on next Column.)

A "DOGGY" DOG.

THE WIRE-HAIRED FOX-TERRIER.

[BY MAJOR HARDING CON.]

The wire-haired fox-terrier is descended from much the same tap-roots as his smooth-haired cousin, except that there was introduced, about the middle of last century, a cross with the nondescript rough-terrier which was distributed throughout the land but which was especially in evidence in North Wales and the Border Counties. Some are of opinion that the Cairn (which is the proto-type of the true Sky-terrier) was responsible for the "wire" jacket of the fox-terrier. Personally I doubt it. The smooth fox-terrier flourished some time before the wire-haired variety was in evidence and for years the former held undoubted supremacy. But those who devoted themselves to the breeding of the newcomers have been so successful that now in general quality and character the wire-haired sort are decidedly superior and their type is more level.

It is believed that the "roughs" are more hardy than the "smooths," inasmuch as their pin-wire top coat and thick, soft undercoat render them more or less impervious to climatic vagaries. Certainly they have a sporting look which appeals to all who love a lively and game terrier.

There is, however, not much to choose between them where intelligence and temperament are concerned. I think that of the two the smooth is the more peppy.

For sporting or social purposes the two varieties are equally excellent. But the coat of the rough fellow is always changing and requires constant attention or it will grow woolly and open.

Mr. and Mrs. H. G. Simms, Dr. and Mrs. Steadman, Mr. and Mrs. Miss M. W. Slade, Mrs. F. Smyth, Mr. J. Smyth, Mr. and Mrs. J. H. Scott, Mr. and Mrs. W. I. Saunders, Mr. and Mrs. W. R. Sutherland, Lady Severn, Mr. and Mrs. W. E. L. Shenton, Sir Newton and Lady Stubb.

Miss Ruby Thompson, M.B., S.P.H., Mr. and Mrs. Thurfield, Mr. and Mrs. J. W. Taylor, Miss Elsie Thompson, M.B., Ch.B., Dr. J. E. Thomson, Mr. and Mrs. S. Thomson, Mrs. Syme Thomson, Capt. and Mrs. Vane, General Ventris, Miss Ventris, Capt. and Mrs. Vining, Mr. G. T. Veitch.

Col. and Mrs. Wyndham, Mr. and Mrs. A. P. Wood, Mr. and Mrs. N. L. Watson, Mr. and Mrs. R. J. Wilton, Mr. T. H. Whitehead, Mr. J. R. K. Whittall, Mr. and Mrs. Wolff, Brig.-Gen. C. C. Wrigley, Mrs. Wright, Dr. and Mrs. Lindsay Woods, Mr. J. E. Warner, Lt.-Col. Wakefield, Mr. and Mrs. S. Waterlow.

WILL ENGLAND GO "DRY"?

MR. "PUSSYFOOT" JOHNSON'S VIEW.

"When will England go dry?" was the question addressed by a *Morning Post* representative to Mr. "Pussyfoot" Johnson, on his recent arrival in London from a propaganda tour in the Baltic States.

"That," said Mr. Johnson, "is for England to decide for herself. There is growing dissatisfaction against conditions as they are, but your own 'drys' themselves are not agreed as to what to do about it. We are none of us perfect; a lot of Yanks think they are—but just look at the 'Monkeyville' business."

Mr. Johnson said he would like to add a tribute to the great service rendered by the *Morning Post* in ventilating the whole prohibition question in the debate between Lord Salvesen and Mr. Richardson.

"It is always good to hear the other fellow's point of view," he said, "especially when it is as well put as it was in the articles."

"DRYS" SELL WHISKEY.

Among the countries visited by Mr. Johnson during his tour were Estonia, Lithuania, and Finland. Finland has prohibition, and the other countries are rapidly preparing for it. In Lithuania, said Mr. Johnson, the Government is "dry," but the people are not, with the result that there is Government control of the sale of liquor. On the assumption that the Temperance Societies are the people best fitted to control the disposal of alcohol the Government has handed the business over to them, so that if a man wants a bottle of whiskey he has to buy it from a Temperance Society.

A still more piquant situation arises from the fact that the Societies have a proportion of the takings, and are thus torn between controlling sales for their conscience's sake, and pushing them for the sake of their funds. In Estonia, where the Government sells the drink and gives the Temperance Societies a percentage, the "drys" are held up in the building of their new headquarters because there has not been enough drink sold!

"However," said Mr. Johnson, "there is really no hypocrisy about it. It may sound ridiculous to us, but it does represent an honest attempt to prepare the way for Prohibition. They enjoyed the joke as much as anybody else, and were fully alive to the humour of the situation."

Asked as to the progress of Prohibition in America, Mr. Johnson replied that things were very much better now, although there were one or two very dark spots left, particularly New York, Detroit, and the Canadian border.

EVERYONE A GENIUS.

AND AN IDIOT AS WELL.

"Everyone of the unemployed is a genius at something—if we could only discover what." That was the conclusion expressed by Prof. C. Spearman, president of the Psychological Sections of the British Association.

Accepting the conclusion that an immense number of abilities varied from one individual to another almost independently of each other, how must such abilities of any person be distributed in respect of excellence? By all experience the great bulk of his abilities would tend to be mediocre—they would be near the general average of his class. A fair number would be distinctly above the average, and a fair number below. A small number would be much above, and so also below. At the extreme ends of the distribution would lie a very small number of performances for which the person was on the one side a genius, and on the other an idiot. Every normal man, woman, and child was then a genius at something as well as an idiot at something. It remained to discover what—at any rate, in respect of the genius. This must be a most difficult matter, owing to the very fact that it occurred in only a minute proportion out of all possible abilities. It certainly could not be detected by any of the testing procedures at present in current usage. But these procedures were capable of vast improvement.

"The preceding considerations have often appealed to me," concluded Dr. Spearman, "on looking at a procession of the unemployed, and hearing someone whisper that they are mostly the unemployable. That they are so actually I cannot help concurring. But need they be so necessarily? Remember that every one of these 'tons' is a genius at something—if we could only discover what. I cherish no illusion, indeed, that among them may be marching some 'make in glorious Milton, some Cromwell guiltless of his country's blood.' But I am quite confident that every one of them could do something that would make him a treasure in some great industrial concern. And I see no reason why some should not have even become famous in such occupations, for example, as those of dancers, jockeys, or players of popular games."

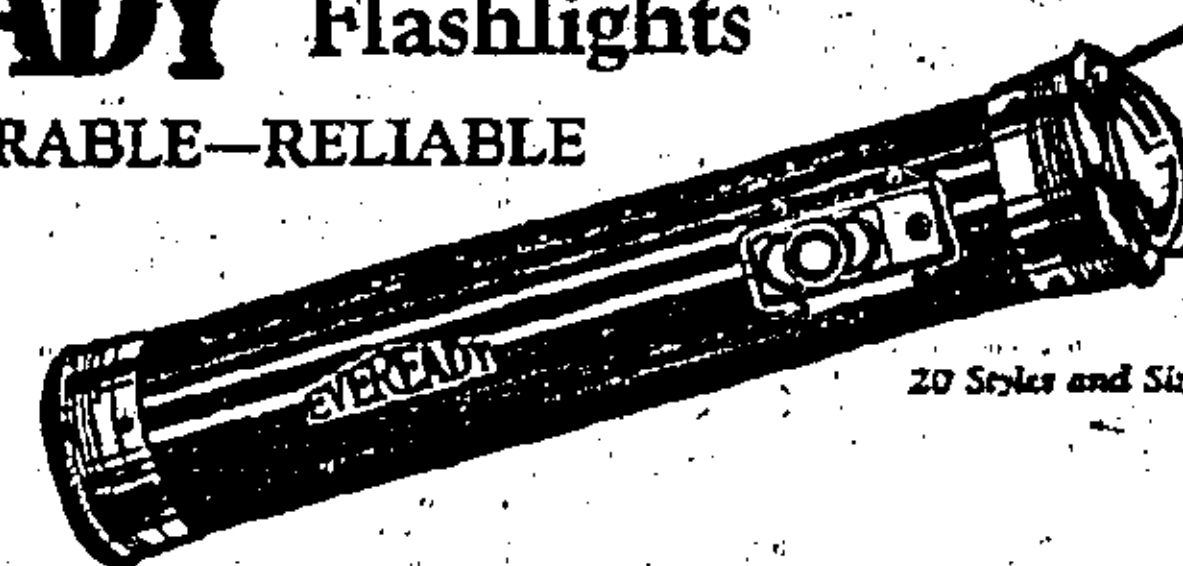
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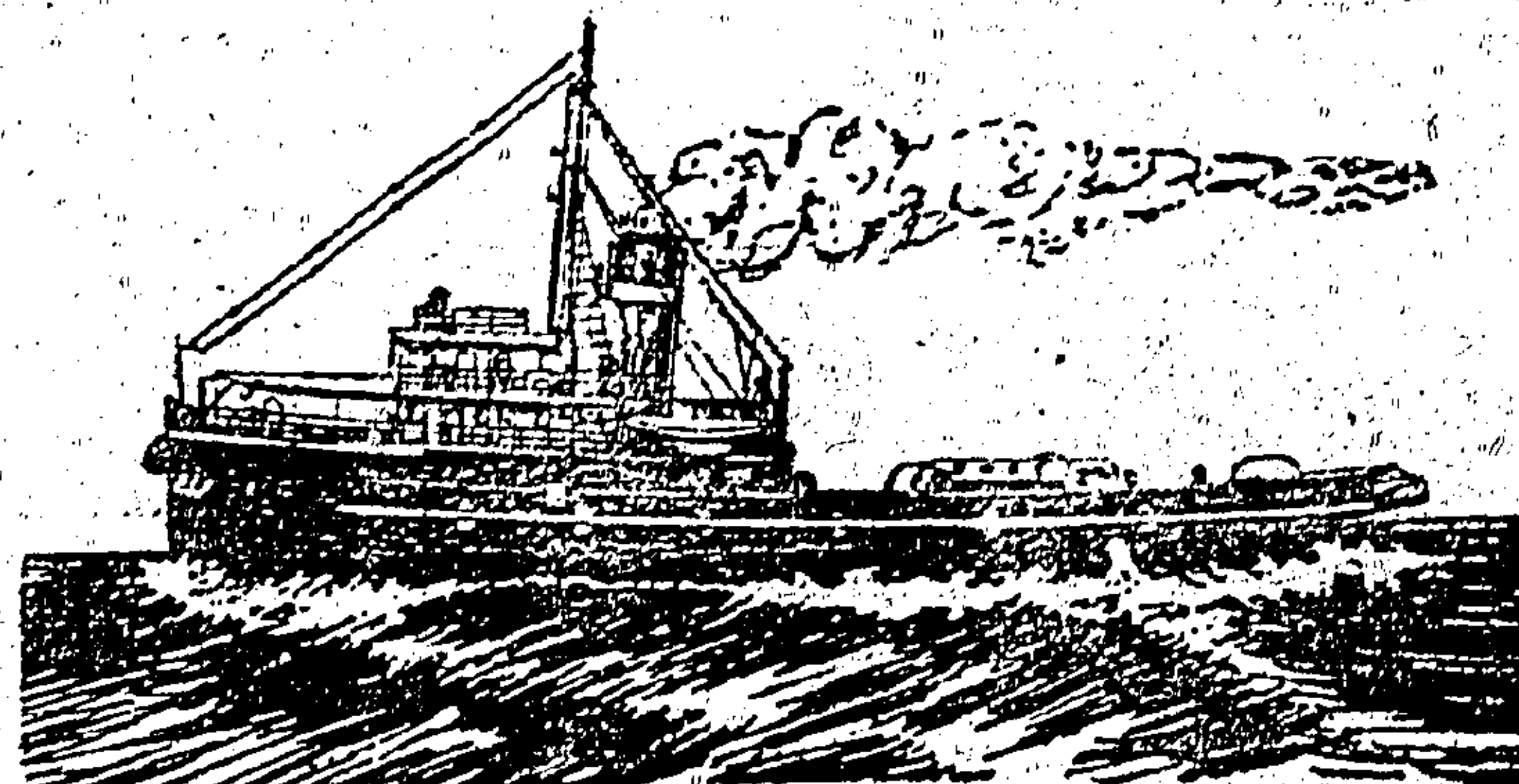
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SHIPPING NEWS

ARRIVALS.

October 20th.

Aki Maru, Japanese str., 3,671 tons, Capt. Y. Kawashima, from Nagasaki, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Callala, British str., 2,361 tons, Capt. F. Fisher, from Rabaul and Milne; with a cargo of coal, lying at buoy No. B30.—Y.K.K.

Tegulu Maru, Japanese str., 4,903 tons, Capt. J. Yamada, from Bombay via Singapore with a cargo of cotton, lying at Kowloon wharf.—N.Y.K.

Chenita, British str., 1,353 tons, Capt. R. Ashby, from Hankow and Kinkiang, with a general cargo, lying at buoy No. B1.—B. & S.

Derwent, Chinese str., 1,882 tons, Capt. W. Brown, from Saigon, with a general cargo, lying at buoy No. A3.—Yuen On S.S. Co.

Empress of Canada, British str., 2,157 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver and Shanghai, with 1,285 tons of general cargo, lying at Kowloon wharf.—C.P.S.

Hector, British str., 3,840 tons, Capt. W. A. Dawson, from Shanghai, with a general cargo, lying at buoy No. A1.—B. & S.

Kingchar, British str., 5,337 tons, Capt. C. Wilson, from Liverpool and Singapore, with a general cargo, lying at Holt's wharf.—B. & S.

Pennang Maru, Japanese schooner, 3,230 tons, Capt. K. Ishii, from Calcutta, via Rangoon and Singapore. She left Singapore on October 12th, with general cargo, rice and pig iron, lying at Kowloon wharf.—N.Y.K.

Sunlight, British str., 1,570 tons, Capt. G. Mills, from Shanghai and Swatow, with a general cargo, lying at buoy No. B3.—B. & S.

Van Overstraten, Dutch str., 2,836 tons, Capt. W. Shuster, from Singapore, with a general cargo, lying at buoy No. A3.—J.C.J.L.

CLEARANCES.

October 20th.

Aki Maru, for Manila.

Chippang, for Chefoo.

Feldstrand, for Ningpo.

Hai Ning, for Swatow.

Hector, for Glasgow.

Kan Sang, for Singapore.

New Mathilde, for Hongkong.

Rangoon, for Shanghai.

Pennang Maru, for Nagasaki.

Tobin, for Macassar.

Typhoon, for Amoy.

Typhoon, for Macassar.

Van Overstraten, for Swatow.

PASSENGERS.

ARRIVALS.

Per *s.s. Empress of Canada*, on October 20th: Miss D. E. Hill, Mrs. A. W. Hughes, Mrs. E. A. May, Master J. D. May, Nurse Marston, Mr. Eldon Potter, Mrs. J. Rankin, Mr. C. E. Watkins, Mr. and Mrs. G. S. Archibut, Mrs. Paul Lander, Misses Heather and Hazel Lander, Mr. E. A. G. May, Mr. W. H. Bates, Mr. G. H. Piercy, Mr. Wm. Masselmont, Mrs. J. S. Miner, Miss Munthe, Mr. and Mrs. John Rothwell, Misses F. and M. L. Rothwell, Mrs. P. Schryder, Mr. and Mrs. J. H. Wallace and two children, Mr. H. L. Wilson, Mr. L. Dunbar, Miss O. T. Bridges, Miss M. M. Wush, Capt. and Mrs. J. M. Hunt, Mr. K. J. Groenmont, Mrs. F. C. Moore, Master Frank Moore, Miss Betty Moore, Mrs. A. Rian, Misses Catherine and Peggy Rian, Mrs. H. Chance, Miss A. Chance, Master R. Chance, Mr. John Grobolsky, Miss P. Rimarenko, Mrs. R. B. Robinson, Master S. Robinson, Mrs. H. G. Williams, Mrs. Chair and three children, Mr. B. P. Chair.

SHIPPING MOVEMENTS.

The *B.I.* and *Aperu* Company's *s.s. Tulu* will leave Amoy for this port on October 22nd, and is due here on October 23rd at about 4 p.m.

The *R.M.S. Empress of Asia* arrived at Nagasaki on October 19th at 11 a.m., left on the same day at 10 p.m., and is due at Kobe at 5 a.m. to-day.

The *P. & O. s.s. Khyber*, from Hongkong, arrived at Murgulits on October 19th.

NOTICES TO MARINERS.

The following notification has been received from the Tientsin Customs Authorities:—“Owing to the frequent damage caused to the bar dredger *K'ai Li*, through fouling wires lost by vessels on the Taku Bar, pilots and masters of all vessels are requested to report such loss without delay to the Harbour Master. The following special notice to mariners, regarding the Chinkiang District, Yangtze River, has been issued by the Maritime Customs, Shanghai, and is exhibited in the local Harbour Office:—“Notice is hereby given that owing to changes in the Cooper Bank Crossing, Yangtze River, the following aids to navigation will be moved on or about the 20th October, 1925: The Channel Light-buoy will be moved about 4.2 cables N. 79° E. from its present position, its characteristics remaining unchanged. The Crossing Light-buoy will be moved about 1.3 cables N. 20° E. from its present position, its characteristics remaining unchanged. All bearings given are magnetic.”

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 69, of which 37 were British.

The reports showed that a fair amount of cargo is moving, as can be judged from the returns given below, the average being better than it has been for some time. This feature has been noticeable for the past week or so now. It is also encouraging to note that the vessels returning from Swatow are having no trouble in shipping a fair amount of general cargo for Hongkong.

For the twenty-four hours ended at 9 a.m. yesterday there were ten arrivals, of which five were British, one Portuguese, one Dutch, two Japanese and one Chinese. The departures for the same period numbered twelve, including the *s.s. Hai Cheung* for Swatow; while there were five vessels with clearance papers in yesterday, including the *s.s. Kuong Sang* for Swatow.

The arrivals were the *s.s. Hector* (Br.) from Taku Bar and Shanghai with a general cargo and mail; the *s.s. Euro-ho* (Br.) from Yokohama and Keelung with 137 tons of transhipped general cargo and mail; the *s.s. Takoo Wangi* (Br.) from Tientsin with 4,350 tons of sugar; the *s.s. Chenau* (Br.) from Hankow and Kinkiang with 823 tons of general cargo; the *s.s. Ming Sang* (Br.) from Huiphong and Hoibow with 1,500 tons of general cargo and mail; the *s.s. Hok Cheung* (Portuguese) from Swatow with 130 tons of general cargo and mail; the *s.s. Van Overstraten* (Dutch) from Singapore with 511 tons of general cargo and mail; the *s.s. Kitano Maru* (Japanese) from Middlesborough and Singapore with 282 tons of general cargo and mail; the *s.s. Pennang Maru* (Japanese) from Calcutta and Singapore with 283 tons of gunnies, 25 tons of pig iron and four tons of duck feathers and mail and the *s.s. Derwent* (Chinese) from Saigon with 2,000 tons of general cargo.

Later in the day the *s.s. Sunlight* (Br.) arrived from Swatow with a general cargo and the *R.M.S. Empress of Canada* came in from the North with general cargo and mail from Canada, U.S.A., Shanghai and London, via Canada, London, September 19th.

CHINA COAST CHANGES.

The following are the latest China Coast Changes:—
Mr. C. B. Adkins, *Sunlight*, has gone 1st mate of the *Zeus*.
Mr. G. B. Mercer, has signed off as master of the *Armanian*.
Mr. C. M. Pinetown, has signed off as 1st engineer of the *Hop Sang*.
Mr. D. D. Richards, *Kuon*, has gone 1st mate of the *Kuingshoe*.
Mr. W. L. Shun, has signed off 1st mate of the *Kuingshoe* and has gone 1st mate of the *Kuingshoe*.
Mr. H. C. Charrington, Mr. T. Lowery and Mr. G. C. White, 1st engineer, 1st mate and 2nd engineer respectively of the *Haitan*, have all signed off.
Mr. E. C. Barrie, has signed off as 2nd engineer of the *New Mathilde*.
Mr. J. Rapley, of the *New Mathilde*, has gone 2nd engineer of the same vessel.
Mr. William Perrett, has signed off the *Hai Ning* as 2nd mate.
Mr. D. H. Davidson, *Nam Sang*, has gone 2nd engineer of the *Nam Sang*.

HONGKONG TIDE TABLE.

From Oct. 21st to 27th, 1925.

| Day of Week | Day of Month | High Water | | Low Water | |
|-------------|--------------|------------|--------|-----------|--------|
| | | Time | Height | Time | Height |
| Wed. | 21 | 11.45 | 5.8 | 5.32 | 1.6 |
| Thurs. | 22 | 11.38 | 7.6 | 5.28 | 1.6 |
| Fri. | 23 | 11.41 | 7.5 | 5.34 | 1.8 |
| Satur. | 24 | 11.48 | 7.3 | 5.39 | 2.0 |
| Sun. | 25 | 11.41 | 7.0 | 5.45 | 2.0 |
| Mon. | 26 | 11.32 | 6.7 | 5.51 | 2.0 |
| Tues. | 27 | 11.25 | 6.6 | 5.57 | 2.0 |

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| EMPRESS OF RUSSIA | Nov. 12 | Nov. 15 | Nov. 18 | Nov. 21 | Nov. 24 | Nov. 27 |
| EMPRESS OF AUSTRALIA | Nov. 27 | Nov. 30 | Dec. 3 | Dec. 6 | Dec. 9 | Dec. 12 |
| — 1926 — | | | | | | |
| EMPRESS OF ASIA | Jan. 10 | Jan. 13 | Jan. 16 | Jan. 19 | Jan. 22 | Jan. 25 |
| EMPRESS OF CANADA | Jan. 25 | Jan. 28 | Jan. 31 | Feb. 3 | Feb. 6 | Feb. 9 |
| EMPRESS OF RUSSIA | Feb. 5 | Feb. 8 | Feb. 11 | Feb. 14 | Feb. 17 | Feb. 20 |
| EMPRESS OF AUSTRALIA | Feb. 19 | Feb. 22 | Feb. 25 | Feb. 28 | Mar. 3 | Mar. 6 |
| EMPRESS OF ASIA | Mar. 5 | Mar. 8 | Mar. 11 | Mar. 14 | Mar. 17 | Mar. 20 |
| EMPRESS OF CANADA | Mar. 19 | Mar. 22 | Mar. 25 | Mar. 28 | Mar. 31 | Apr. 3 |
| EMPRESS OF RUSSIA | Apr. 2 | Apr. 5 | Apr. 8 | Apr. 11 | Apr. 14 | Apr. 17 |
| EMPRESS OF AUSTRALIA | Apr. 16 | Apr. 19 | Apr. 22 | Apr. 25 | Apr. 28 | May 1 |
| EMPRESS OF ASIA | Apr. 30 | May 3 | May 6 | May 9 | May 12 | May 15 |
| EMPRESS OF CANADA | May 15 | May 18 | May 21 | May 24 | May 27 | May 30 |
| EMPRESS OF RUSSIA | May 29 | May 31 | June 3 | June 6 | June 9 | June 12 |
| EMPRESS OF AUSTRALIA | June 11 | June 14 | June 17 | June 20 | June 23 | June 26 |
| EMPRESS OF ASIA | June 25 | June 27 | June 30 | July 3 | July 6 | July 9 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG SERVICE

| Leave Hongkong | Arrive Manila | Leave Manila | Arrive Hongkong |
|----------------|---------------|----------------|-----------------|
| Oct. 7 | Oct. 9 | EXPRESS ASIA | Oct. 12 |
| Oct. 21 | Oct. 23 | EXPRESS CANADA | Oct. 24 |
| Nov. 4 | Nov. 6 | EXPRESS RUSSIA | Nov. 7 |

Passenger Department: Tel. C. 752. Cable: GAOANPAO.
Freight and Express: Tel. C. 42. Cable: NAUTILUS.



VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G-1400, G-1420, G-1440

YOKOHAMA MARU ... Wednesday, 25th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Penang.

FUSHIMI MARU ... Saturday, 24th Oct. at 11 a.m.

HAKUSAN MARU ... Saturday, 21st Nov.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Sunday, 1st Nov.

LIVERPOOL via ADEN & MARSEILLES.

TSUSHIMA MARU ... Sunday, 8th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 26th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... End of Oct.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Wednesday, 23rd Oct.

NAGASAKI, KOBÉ & YOKOHAMA.

TANGO MARU ... Thursday, 19th Nov.

SHANGHAI, KOBÉ & YOKOHAMA.

OBYLON MARU ... Tuesday, 29th Oct.

KITANO MARU ... Tuesday, 20th Oct. at Noon.

TAJIMA MARU ... Friday, 23rd Oct.

WAKASA MARU ... Tuesday, 27th Oct.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 & 2422

S. KINOSHITA, Manager.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN-DEI and PENANG, on the 28th October, 1925.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574.

YORK BUILDING, CHATER ROAD.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

| | | | |
|--------------------------|--------------|----------|---------------------|
| HAIPHONG via HOIHOW | "MINGSANG" | Friday | 2nd Oct. at 7 a.m. |
| KOBÉ via TAKAO & MOJI | "FOOKSANG" | Sunday | 25th Oct. at 7 a.m. |
| KOBÉ via AMOY & SHANGHAI | "KUTSANG" | Tuesday | 27th Oct. at 7 a.m. |
| STRAITS & CALCUTTA | "NAMSANG" | Saturday | 31st Oct. at Noon |
| TIENSIN | "CHEONGSANG" | Sunday | 1st Nov. at Noon |

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

| | |
|------------------------------|-------------------------------|
| CALCUTTA—HONGKONG—JAPAN LINE | EVERY TEN DAYS |
| SHANGHAI—HONGKONG LINE | EVERY THREE DAYS |
| HONGKONG—MANILA LINE | EVERY SATURDAY FROM BOAT POON |
| HONGKONG—HAIPHONG LINE | EVERY SUNDAY FROM BOAT POON |
| HONGKONG—HOIHOW LINE | EVERY FORTNIGHT |
| HONGKONG—TIENSIN LINE | EVERY FORTNIGHT |
| HONGKONG—BANGKOK LINE | EVERY WEEK |

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

| Vessel | Days Hongkong | Leaves Hongkong | Discharges |
|-----------------|---------------|-----------------|------------|
| "GLENDA" | 1st Nov. | 1st Nov. | |
| "GLENBEG" | 13th | 13th | |
| "GLENARA" | 25th | 25th | |
| "CARNAVONSHIRE" | 10th Dec. | 10th Dec. | |
| "GLENSEIEL" | 24th | 24th | |

HOMWARDS.

| Vessel | Leaves Hongkong | Discharges |
|-----------------|-----------------|---------------------------------------|
| "CARNAVONSHIRE" | 24th Nov. | London, Rotterdam & Hamburg via Oren. |
| "GLENBEG" | 10th Dec. | 10th Dec. |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone Central No. 215 and 22, and Central 2566.

NORDDEUTSCHER LLOYD BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

NEXT SAILINGS:

| STEAMERS: | ARRIVAL AT HONGKONG AND SAILINGS FOR: | SAILINGS FROM HONGKONG TO: |
|--|---------------------------------------|---|
| "Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers." | SHANGHAI AND JAPAN. | GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID. |
| "TRIET" | 7th November | 14th November, 1925 |
| "SAARBRUECKEN" | 5th December | 12th December |
| "COBLENZ" | 26th January | 12th January, 1926 |
| "ANHALT" | 30th January | 7th February |
| "FULDA" | 27th February | 7th February |
| "DEERFLINGER" | 27th March | 4th April |
| "TRIET" | 24th April | 1st May |
| "SAARBRUECKEN" | | 28th May |

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

8, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.

Tel. Address: JAVALYN Tel. Central 1574

YORK BUILDING, HONGKONG.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPLORED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR |
|------------|-----------------|----------------------|------------------------|-------------------------------|
| TOBA | JAPAN | In Port | 18th Oct. | FROM & BATAVIA |
| TJITABOEM | JAPAN | 18th Oct. | 20th | AMOI & SHANGHAI |
| TJILAJAP | JAVA & MANILA | 18th | 19th | MANILA & SINGAPORE |
| TJIKONDARI | N. CHINA | 18th | 19th | SHANGHAI |
| TJIKEMBANG | SHANGHAI | 19th | 22nd | SINGAPORE & BATAVIA |
| TJIMANORE | JAPAN | 31st | 2nd Nov. | BATAVIA |
| TJIBODAS | N. CHINA & AMOI | 3rd Nov. | 8th | SINGAPORE, MANILA & SINGAPORE |

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,

NEW YORK BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"LANGTON HALL" ... via Suez Canal ... 28th October
 "CITY OF EVANSVILLE" ... " ... 28th November

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

m.v. "FORREBANK" ... via Suez Canal ... 1st November

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

m.v. "CITY OF TAKIO" ... 28th October
 For London, Dunkirk, Rotterdam & Hamburg.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
 "B" 1st Class £80. 2nd Class £53.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

m.v. "SCRAT" ... Middle of November
 Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE, LTD.

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

m.v. "EUBLYCHUS" ... via Suez Canal ... 18th Oct.
 m.v. "LANGTON HALL" ... " ... 28th Oct.
 m.v. "PYRRHUS" ... " ... 19th Nov.
 m.v. "CITY OF EVANSVILLE" ... " ... 28th Nov.

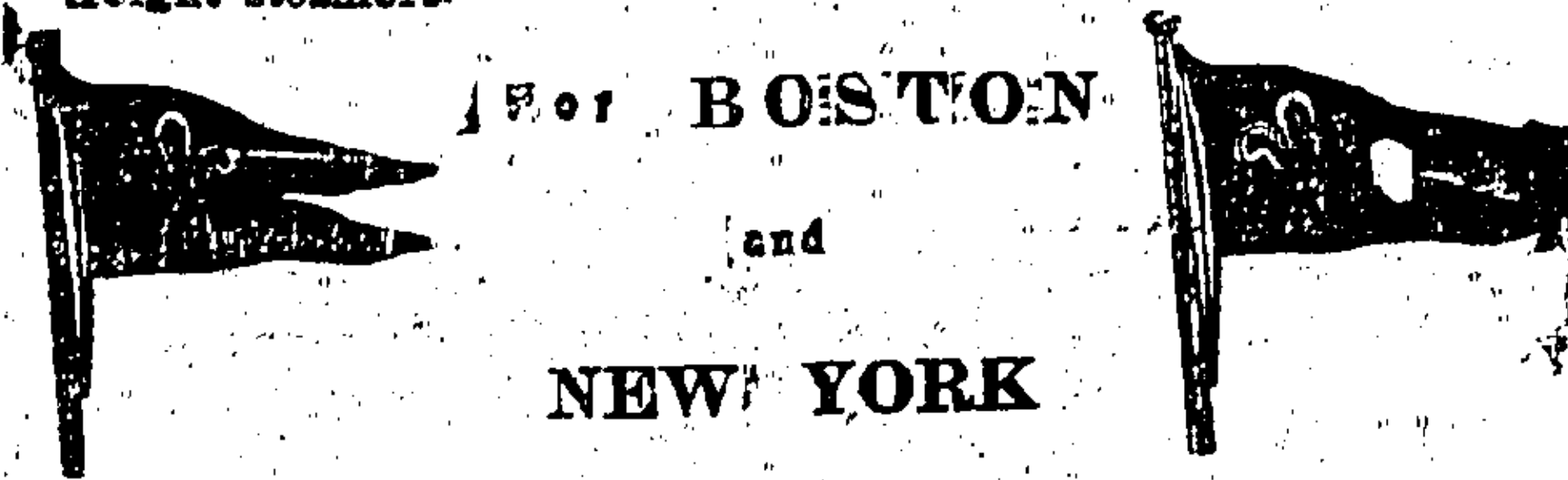
"Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



m.v. "GOTHIC PRINCE" ... 31st Oct., 1923.

For Freight and Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 814.

Telegrams: Furness.

(Incorporated in Great Britain)

King's Building.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like this, nor are the marvellous properties likely ever to be equalled in the history of medicine. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eruptions and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, gout, and other ailments. It improves the general health and quickly restores long-standing bronchitis, asthma and hoarseness, stimulating, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
 For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or even profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by Leading Chemists.

P. & O. British India
Apear and
Eastern & Australian
Lines(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|-------------|--------|-----------------------|--|
| "RICILIA" | 5,812 | 28th Oct. | S'pore, Penang, Colombo & S'pore. |
| "KEIVA" | 9,138 | 31st Oct. Noon | Mars, Casa Blanca, London, Hull & Antwerp. |
| "MANTUA" | 10,923 | 14th Nov. | Marseilles, London & Antwerp. |
| "KASHMIR" | 9,144 | 28th Nov. | Marseilles, London & Antwerp. |
| "MOREA" | 9,995 | 10th Dec. | S'pore, Penang, Colombo & S'pore. |
| "KASHGAR" | 10,911 | 13th Dec. | Marseilles & London. |
| | 9,095 | 26th Dec. | Mars, London & Antwerp. |
| | | 1926 | |
| "MACEDONIA" | 11,088 | 8th Jan. | Marseilles & London. |
| "KHYBER" | 8,114 | 23rd Jan. | Marseilles, London & Antwerp. |
| "DELTA" | 8,997 | 4th Feb. | S'pore, Penang, Colombo & S'pore. |
| "KALWA" | 10,941 | 18th Feb. | Marseilles & London. |
| "KARNATA" | 9,088 | 2nd Mar. | Mars, London & Antwerp. |
| "MANTUA" | 10,923 | 6th Mar. | Marseilles & London. |
| "KASHMIR" | 9,985 | 13th Mar. | Mars, London & Antwerp. |
| "KEIVA" | 9,138 | 20th Mar. | Marseilles, London & Antwerp. |
| "MOREA" | 10,918 | 3rd Apr. | Marseilles & London. |
| "KALWA" | 9,144 | 17th Apr. | Marseilles, London & Antwerp. |
| "MACEDONIA" | 11,088 | 1st May | Marseilles & London. |
| "KASHGAR" | 9,095 | 15th May | Marseilles, London & Antwerp. |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

| | | | |
|----------|--------|-----------|-------------------------------|
| "TALMA" | 10,000 | 26th Oct. | Singapore, Penang & Calcutta. |
| "TILAWA" | 10,000 | 30th Nov. | do. |

EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|------------|--------------------------|
| "ST. ALBANS" | 4,500 | 4th Nov. | Melb., Sandakan, Tharad. |
| "TANLA" | 4,358 | 2nd Dec. | do. |
| "ARAFURA" | 4,500 | 6th Jan. | do. |
| "ST. ALBANS" | 4,500 | 3rd Feb. | do. |
| "TANLA" | 4,358 | 2nd Mar. | do. |
| "ARAFURA" | 4,500 | 7th April. | do. |

The P. & O. S.S. Co., Ltd. steamers will also call at Singapore, Hong, Canton, Amoy, Swatow, Penang, and other ports en route as indicated on the following.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|--------------|--------|-----------|-------------------------------|
| "GARBETA" | 5,337 | 27th Oct. | Shanghai, Moji, Kobe & Osaka. |
| "KALWA" | 9,144 | 31st Oct. | Shanghai, Moji, Kobe. |
| "SANTIA" | 8,500 | 1st Nov. | Moji & Kobe. |
| "TANLA" | 4,358 | 7th Nov. | Moji, Kobe & Yokohama. |
| "TILAWA" | 10,000 | 13th Nov. | do. |
| "MOREA" | 10,911 | 14th Nov. | Shanghai, Moji & Kobe. |
| "KASHMIR" | 9,985 | 14th Nov. | S'hai, Moji & Kobe. |
| "KASHGAR" | 9,095 | 28th Nov. | do. |
| "SCUDIAN" | 8,008 | 28th Nov. | Shanghai & Kobe. |
| "MACEDONIA" | 11,088 | 13th Dec. | Shanghai, Moji & Kobe. |
| "ARAFURA" | 4,500 | 13th Dec. | Moji, Kobe & Yokohama. |
| "KALWA" | 9,144 | 20th Dec. | Shanghai Moji & Kobe. |
| | | 1926 | |
| "MALWA" | 10,941 | 9th Jan. | Shanghai Moji & Kobe. |
| "DELTA" | 8,997 | 9th Jan. | Shanghai & Kobe. |
| "KARNATA" | 9,138 | 23rd Jan. | Shanghai, Moji & Kobe. |
| "MANTUA" | 10,923 | 3rd Feb. | do. |
| "KASHMIR" | 9,985 | 6th Feb. | Shanghai & Kobe. |
| "TANLA" | 4,358 | 6th Feb. | Moji, Kobe & Yokohama. |
| "KEIVA" | 9,138 | 20th Feb. | Shanghai, Moji & Kobe. |
| "MOREA" | 10,911 | 6th Mar. | do. |
| "ARAFURA" | 4,500 | 13th Mar. | Moji, Kobe & Yokohama. |
| "KALWA" | 9,144 | 20th Mar. | Shanghai, Moji & Kobe. |
| "MACEDONIA" | 11,088 | 2nd Apr. | do. |
| "ST. ALBANS" | 4,500 | 10th Apr. | Moji, Kobe & Yokohama. |
| "KASHGAR" | 9,095 | 16th Apr. | Shanghai, Moji & Kobe. |

All rates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 25 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, (Opposite East Central), HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class (Crest) Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

SWATOW, AMOY & FOOSHOW**AND RETURN**

(Occupying 9 or 10 Days)

*HAICHING ... Capt. A. H. Stewart ... Friday, 23rd Oct., at 1 p.m.
 *Calling at Swatow and Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)!!
 Round Trip Tickets will be issued from Hongkong to Foochow (Parade Anchorage) and Return by the same Steamer by the "HAICHING," "HAICHONG" and "HAICHING" at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LARBAIR & CO.

General Manager

CHINA NAVIGATION CO., LIMITED.

NEWCHWANG ... "SHANSHI" ... On 21st Oct. 4 p.m.
 WEIHAIWEI, CHEFOO & TIENTSIN ... "HUICHOW" ... On 22nd Oct. 4 p.m.
 HOHAI & SINGAPORE ... "KUNGHOW" ... On 23rd Oct. 11 a.m.
 SWATOW & SHANGHAI ... "SUNWING" ... On 23rd Oct. 9 p.m.
 AMOY & SHANGHAI ... "LIANGCHOW" ... On 27th Oct. 5 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

Agents.

CARGO AND PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGSHA"**

Due Hongkong 13th October.

Will be Despatched on 19th October, at Daylight

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND, AND TAIWANIAN PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.

(Sailing Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE

T. O. 34.

Agents.

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DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA BOSTON, NEW YORK.

LLOYD TRIESTINE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (TUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE! £66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

| | | |
|-----------------|-----|-----------------|
| S.S. "FIUME L." | ... | Sails 10th Nov. |
| S.S. "PERSIA" | ... | Sails 12th Nov. |
| M.S. "VIMINALE" | ... | Sails 10th Dec. |

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

| | | |
|-----------------|-----|-----------------|
| S.S. "FIUME L." | ... | Sails 1st Dec. |
| M.S. "VIMINALE" | ... | Sails 31st Dec. |

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

| | | |
|----------------|-----|-------------------------------|
| S.S. "UMSINGO" | ... | (Sails from Calcutta 1st Dec) |
| | ... | (Sails from Colombo 15th) |

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1023.

Agents.

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M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hongkong and Sailings for S'hai, and Japan. | Probable sailings from Hongkong for Marseilles. |
|----------------|--------------------------------|--|---|
| D'ARTAGNAN | ... | 1925 | 1925 |
| ANGKOR | ... | 27th Oct. | 27th Oct. |
| ANGKOR | ... | 10th Nov. | 10th Nov. |
| ANGKOR | ... | 24th Nov. | 24th Nov. |
| ANGKOR | ... | 8th Dec. | 8th Dec. |
| ANGKOR | ... | 22nd Dec. | 22nd Dec. |
| ANGKOR | ... | 5th Jan. 1926 | 5th Jan. 1926 |

RATES OF PASSAGE MONEY TO MARSHILLES

(Including Table Wine and Free Doctor's Attendance)

| | |
|--|--|
| A CLASS (1st Class) ... \$ 85.00. Od. | B CLASS (1st Class) ... \$ 12.00. Od. |
| STRAIGHT (2nd Class) ... \$ 68.00. Od. | STRAIGHT (2nd Class) ... \$ 50.00. Od. |

Through Tickets to London and Leaving Towns of Europe.

(Accommodation reserved in the Trains at Marseilles.)

LIGNE COMMERCIALES (Cargo Boats).

"Sailing for HAYRE" ANTWERP

"Sailing for HAYRE" ANTWERP

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRAIL HIT—REPRESENTATION.

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